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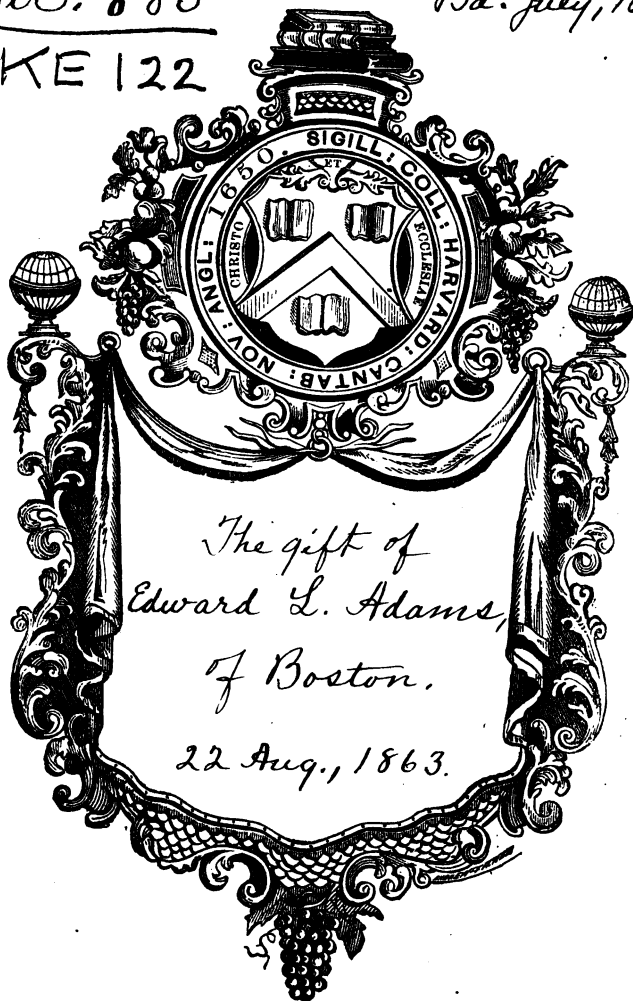
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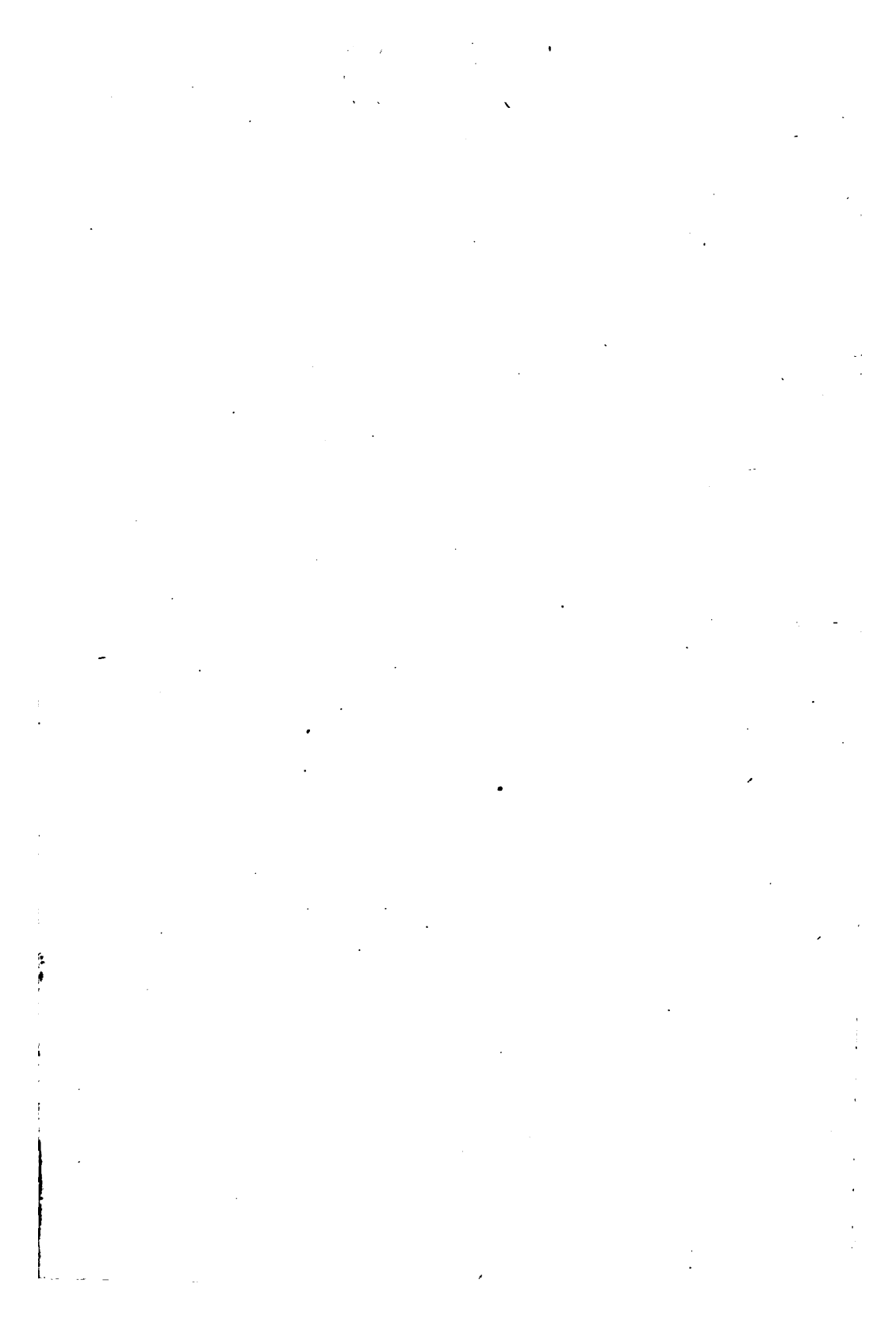
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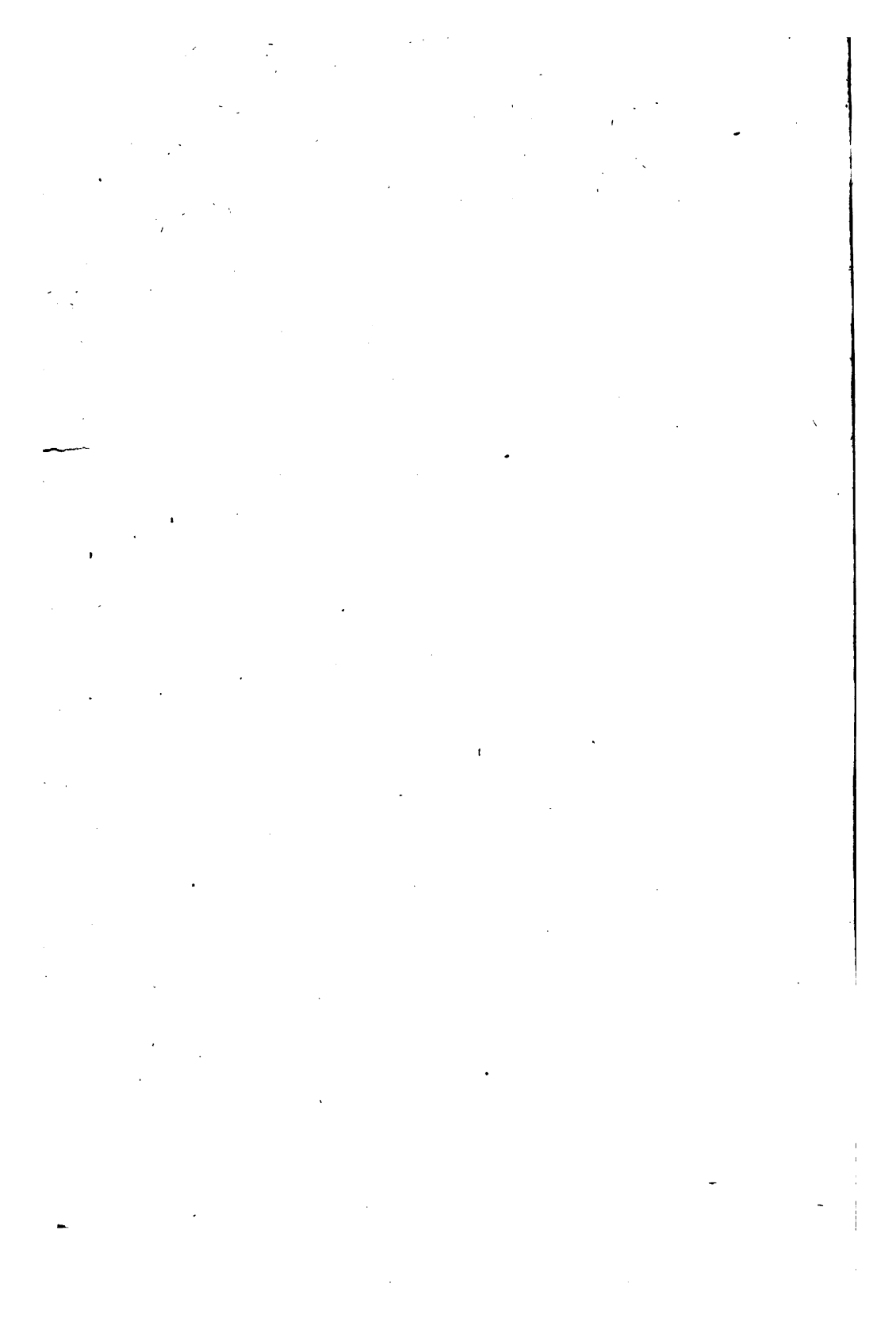












THE  
NORFOLK DIRECTORY,  
For 1851—1852:

CONTAINING THE

NAMES, PROFESSIONS, PLACES OF BUSINESS, AND RESIDENCES OF  
THE MERCHANTS, TRADERS, MANUFACTURERS,  
MECHANICS, HEADS OF FAMILIES, &c.,

TOGETHER WITH

A list of the Public Buildings, the names and situation of the Streets, Lanes,  
and Wharves; and a Register of the Public Officers, Companies,  
and Associations, in the City of Norfolk.

ALSO,

INFORMATION RELATIVE TO PORTSMOUTH:

WITH

*A Variety of other Useful, Statistical and Miscellaneous Information.*

BY WM. S. FORREST.

---

Norfolk :

1851.

DIR. 880

1863, Aug. 22.  
Jt of  
Edward L. Adams,  
of Boston.

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ENTERED

According to Act of Congress, in the year 1851, by

WM. S. FORREST,

In the Clerk's Office of the District Court of the United States  
For the Eastern District of Virginia.

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## TO THE PUBLIC.

The undersigned has the pleasure, after considerable labor, and unexpected, though unavoidable delay, of furnishing the public with a **DIRECTORY AND REGISTER OF NORFOLK**,\* the utility of which, it is believed, will be generally acknowledged. Of the convenience, and indeed the necessity of such a book of reference, in this growing city, both for residents and visitors, every well-informed person must be sensibly impressed; excepting, of course, the few whose custom is to oppose all attempts at improvement, and all innovations in Norfolk, and who will, perhaps, continue to do so until they cease to inhale its healthful air, and to enjoy its many privileges. Fortunately, however, for the best interests of the city, the number of this description of its inhabitants is decreasing, and she moves steadily on against the contrary winds of prejudice and the retarded current of opposing influences. Anti-progressive principles—very conscientious, though they may be—are now less regarded than ever before. The few who still entertain them, will be borne along "*volens volens*," somewhat burdensome, though they may prove to be in the onward march of improvement. But we must return to the proper subject of our introductory remarks, or be amenable to the charge of an inadmissible digression.

In addition to the names of the housekeepers, merchants, mechanics, and of the business men generally, there will be found a complete list of streets, lanes, wharves, &c., together with a Register of public officers, companies and associations; and a variety of useful and interesting miscellaneous and statistical information.

Notwithstanding the careful attention paid to the compilation of the work, some errors, doubtless exist, for which the clemency of an intelligent public is solicited. Of the great difficulty in presenting a work of this kind, complete in every part, without omissions, and entirely free from inaccuracies, all sensible men are well enough aware; although it is believed that this will be found to contain as few errors as almost any other Directory—at least in the first attempt.

It is hoped that no person whose name was taken, and who has since changed his residence, occupation, or place of business, will censure the editor, if the necessary alteration or addition does not appear, as due notice was given in the papers to those intending to remove, &c., to furnish their address for correction. Although not a single name was definitely refused to be given for this work, yet some exceptions were necessarily made; of course very many names were intentionally omitted; the plan being to publish a general list of *housekeepers and business men*. But if the name of any head of a family, man of business, or of any association is omitted, and which might have been appropriately inserted, no offence should be taken, as some accidental omissions were unavoidable, and in some cases it was almost impossible, though suitable efforts were made, to obtain the necessary statements with sufficient accuracy for publication.

It was desirable to issue this number much earlier in the year; this was, however, found to be impracticable under all the circumstances. It is intended to publish a statement of the *removals, changes, &c.*, in the early part of next year, as a supplement.

As to the general arrangement and compilation of the work, and the character and variety of the information embodied on its pages, he has followed no particular

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\* A Directory of Norfolk was published in 1801, by Charles H. Simmons, Esq. Its publication was continued for several years, and proved a somewhat successful undertaking; but the town having suffered severely by fire, and the difficulties which attended the commercial affairs of the United States and Great Britain, having resulted unfavorably for the prosperity of the port, this and other enterprises were necessarily abandoned.

guide, nor taken any other work as a model. His plan was adopted with a special view to its utility and convenience, with regard to which, an intelligent public must decide.

*A correct chart of the city* would have been a suitable appendage to this number of the Directory. It is the determination of the writer to publish one, and his attention to this matter will be delayed no longer than absolutely necessary to the accomplishment of other objects of more importance.

The task of enrolling the names, and obtaining the necessary information, required considerable perseverance. Many difficulties were encountered and overcome, of which the public have no conception. The writer deems this a proper occasion to acknowledge his obligation to the citizens, for the general readiness, with which his many queries were answered. This and other pleasing evidences of the approbation of a polite and enlightened community, have encouraged him in the work of compiling the present number with the intention of publishing revised editions as often as may be deemed necessary.

The Historical Sketches, to which allusion is elsewhere made, and which include many interesting details relative to the city and vicinity, were intended for this work; but, as before stated, it was found inexpedient, for several reasons, to prefix them to the Directory. Some brief extracts are herein presented to the public, whose indulgence is asked for a short time, with regard to the forthcoming History.

To those persons who furnished lists of officers and other useful statements, and to all who have generously manifested a disposition to sustain the undertaking, the writer respectively tenders his sincere thanks, assuring them that a suitable exertion has been made and will be continued to render the works worthy of their kind patronage.

W. S. F.

Norfolk, July, 1851.

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⚡ Although this volume is intended for the present and ensuing year, it will probably be to the interest of subscribers to preserve it, as it contains information and statistics, which, though relating specially to the city, to individuals, and the public generally, at the present time, might prove interesting and valuable for reference in future years, when things shall have changed, and numbers of the present inhabitants of the city shall have passed away.

⚡ The Directory can be had of the publisher, No. 6 S. Brewer, between Freemason and Wolfe streets. Persons at a distance can be supplied by mail.

## THE CITY OF NORFOLK.

SITUATION—RELATIVE POSITION—PORT OF NORFOLK AND PORTSMOUTH—  
NATURAL ADVANTAGES—INTERNAL IMPROVEMENTS—RESOURCES, &c.

*(Extracts from the unpublished History of Norfolk.)*

NORFOLK, the principal seaport town of Virginia, is situated on the north side of Elizabeth River, immediately opposite Portsmouth, and the confluence of the Southern Branch, just below that of the Eastern, and two miles above the mouth of the Western Branch of that deep and placid stream. The present site of the city is a small peninsula, or neck of land, of about 800 acres, with the wide, blue river on the south and southwest, Smith's Creek on the northwest, and Newton's Creek on the east. This city is near the southeastern extremity of the State, in latitude  $36^{\circ} 50' 50''$ ; longitude, west from Greenwich,  $76^{\circ} 18' 47''$ ; and east from Washington,  $0^{\circ} 42' 43''$ , (taken at the Farmers' Bank, corner of Main and Bank streets.) It is situate about 200 miles from the Blue Ridge, and 35 northwest of the point at which the boundary line of Virginia and North Carolina intersects the coast of the Atlantic. Norfolk is distant from Boston, (by sea) about 600 miles; from New York, (by sea) 300 miles; from Philadelphia, (by sea) 270; from Washington, 190; from Baltimore, 180; New Orleans, 1300; Charleston, 350; Wilmington, (N. C.) 240; Richmond, 140; from the Mississippi River, 700; Hampton Roads, only 8 miles, and it is almost within hearing of the deep-toned roar of the ocean. The relative position of the place is exceedingly favorable. For all the various purposes of trade and commerce, both foreign and domestic, the port of Norfolk and Portsmouth stands almost unrivalled.

With regard to the means of navigation and other indispensable requisites for commercial advancement, Nature has performed her part most admirably and generously; surely more could not be reasonably asked of her lavish hand. Indeed, when the peculiar and admirable natural advantages of Norfolk, and of the sister town on the opposite side of the river are considered, it must be admitted by all, that these places should long since have been numbered among the great cities of the Union, or that the two

united as one, should now be known as the great commercial emporium of the South.

It is not surprising that the observant traveller looks around and expresses astonishment at what he beholds here; or that the enterprising and reflecting men of the present days of progress, improvement, and wonderful prosperity, in almost every other direction, should be amazed on taking a contemplative view at what is very generally acknowledged to be, with scarcely an exception, the best commercial position to be found upon the shores of the "whole boundless continent"—with a harbor sufficiently deep and spacious to float and accommodate with ample room, the combined navies of the world, perfectly safe, always open, and lying at about the middle of our whole vast extent of sea-coast—the nearest and most convenient location for the depot of the incalculable wealth of the interior of Virginia and North Carolina, and in fact, of the great west—in convenient proximity not only to the ocean, and the bold and beautiful Chesapeake, but also to rivers, deep and wide, that wash and drain some of the most productive portions of the Union—with a climate almost always pleasant and remarkably salubrious, seldom uncomfortably warm in summer, and never too cold in winter.

But it is an unpleasant and undeniable fact in the history of this noble seaport, that its vast advantages have neither been properly estimated nor developed. In consequence of the formerly unkind spirit and unfriendly policy of Great Britain, with regard to our navigation, and the necessarily restrictive measures of Congress in relation to the trade of the West India Islands and elsewhere, as well as the strange and injudicious course of the Legislature of the State, in refusing the necessary encouragement and assistance to, and even placing restrictions and checks upon commerce; and owing it must also be acknowledged, to the want of a sufficiently strong and vigorous spirit of enterprise on the part of many of the inhabitants, the prosperity of our port is sadly different from what it should be; its manifest facilities for greatness have been disregarded and neglected, and many enterprising men have been reluctantly compelled to look elsewhere for a profitable investment of their funds, while others have toiled here long without realizing an advancement commensurate with so favorable a position.

Some have labored entirely in vain; but many able, energetic and persevering individuals becoming weary and impatient on account of the difference in regard to the most important interests, and of the tardiness of the law-making powers, in cherishing and appropriating the inestimable gifts of nature, have gone North, South and West, in search of a more promising and profitable field of labor. Nor have they sought in vain; for while there has long been but little regard paid here to the improve-

ment of great advantages and abundant means of wealth, others have failed not to appreciate those which were comparatively inconsiderable. While the people of this section of the Old Dominion have appeared to be satisfied with a slow and gradual progress, and have seemed quite willing to wait, and calmly submit to the sad result of delay, towns and cities possessing no advantages over this in regard to location, and in many cases, greatly inferior natural facilities, have arisen, prospered, and by a commendable union of industrious personal effort, have long since taken a dignified stand in the nation. It is needless to direct the reader's attention to New Orleans, Boston, Philadelphia, Baltimore, Cincinnati, St. Louis, &c. It is mortifying even to allude to the startling disparity between our city and New York, the great commercial emporium of the North, the South and the West. But observe for instance, the contrast, humiliating though it is, presented by the ports of Norfolk and Boston; a contrast, owing in a great measure, to the astonishing difference in the commercial policy pursued by the governments of two states, which admit, by the way, in some other respects at least, of an agreeable comparison. With the wonder-working power of the eloquence and patriotism of their sons, and the invincibility of their arms, these two old colonies stood conspicuously together in the trying days of the Revolution, and their instrumentality assisted greatly in raising high the undulating waves of public sentiment, until they broke in resistless fury against the strong towers of British tyranny and oppression. Though divided by space, and vastly unequal in size, they battled furiously and fiercely together, in behalf of liberty, amid peril, and blood, and death. The one gave to the world John Adams and other noble spirits of the Revolution; the other produced her Patrick Henry and others of that eventful period; and they united in calling out America's greatest son to be the chief actor in that long and bloody contest for justice and freedom. May the rude, wicked and silly attacks of blind fanaticism never prove sufficient to tear asunder the ties of sympathetic regard, made strong by mutual efforts long past, though well remembered, to cement and build up for time, this great national fabric!

Since those days of glory, Virginia has justly boasted of her flourishing commerce, her many great ships and wealthy merchants, and rejoiced in the bright anticipations of the future. But, behold now, how far the old Bay State has strode ahead of the Old Dominion in this respect. How vast the difference now! and how manifest the cause of the almost incalculable advantage which she now presents to the world. It is needless to particularize with regard to facts so familiar, even to the school-boy.

But what, we ask, has Nature done for Boston in point of commercial facilities more than for this identical position? Able statesmen and skilful

merchants have answered the question, and the reply is, emphatically, *nothing*—that could not have been readily overbalanced by artificial means, properly employed, and sustained by systematic, judicious, patient effort and enterprise. But a glance at a map of the country is only requisite to establish the truth of this statement.

Let it be remembered, however, that all of the intelligent and respected citizens of Norfolk and Portsmouth have not remained quiet and passive spectators of the race in which the two adjacent towns have been so sadly distanced. Some have spoken plainly, written clearly and forcibly, and acted a very noble part. The result of their efforts has been gradually, though surely manifesting itself; it is already apparent, and it must, ere long, be more plainly seen and more readily acknowledged by all. The scales have at length fallen from the eyes of many who were long and strangely blind to their own interest, as well as to that of the community at large. Renewed vigor and a more enterprising spirit, harmonizing somewhat with the enlightened and progressive movements of the age, are evinced; and although there are some whose years and intelligence entitle them to respect, who still appear to be firmly fixed in their opposition to nearly every innovation, and who are as hard to move as the rocks in their deep-laid foundations amid the heavy breaking surges of the sea, yet the determined and unyielding spirit of improvement is rapidly pervading the community. A few will of course object and grumble on to the end of life's short day; but they cannot retard its progress or materially injure its vivifying and cheering influences. A vein of feeling upon the subject is gradually extending through almost every portion of society, and it is hoped it will swell with the life-giving principle of enterprise, until the pulsations shall become stronger and more regular than ever before, and indicate clearly a more healthful state of affairs, and until the very heart of the body politic shall beat with emotion, and rejoice at the bright prospect of blessings and advantages which must inevitably result from the application of the great and never-failing remedies, namely: *individual enterprise, combined with a sound, judicious and liberal* system of internal improvements, well established lines of communication southwardly and westwardly, concentrating at the seaport of Virginia, as at Boston, New York, Philadelphia, Baltimore, New Orleans, and other cities already named as the great commercial marts of their respective states.

The decree has gone forth, uttered in strong and impressive tones, by the sovereign voice of at least a majority of the people in this region, that Norfolk and Portsmouth must arise and press more rapidly on towards the station they are destined by nature to occupy, with those cities of the world which have come to greatness only by a proper developement of their resources for commerce.

Water seeks its level. The course of the ærolite or other descending body, is towards the centre of the earth. These and other established and well-known laws of nature, cannot be altered; they will remain, doubtless, until old Time himself shall have been arrested in his rapid flight, and all earthly materialities are changed. But these principles are scarcely more certain and unalterable than the identical and self-evident proposition, that the produce of a country will pass through the cheapest, nearest, and most convenient channels and outlets to the great commercial marts of the world, and that trade will concentrate at those depots which require the least delay and expense, and which offer the best prices and largest profits. Then let all unnecessary obstructions be removed, and open the way for easy, free and extensive internal communication and transportation. Let the T iron be laid, and the commodious cars roll on through those sections of country which abound with the great staple articles that form so large a portion of the nation's wealth; make the canals almost as free as the waters of our noble rivers, and then, as has been clearly demonstrated in other sections of this great country, with regard to other towns and cities, the long expected advancement of Norfolk, and every other town and village in its vicinity, under the approving smiles of gracious Heaven, will be sure and permanent; and it will be so, notwithstanding the evil forebodings and melancholy predictions of the "croakers" to the contrary.

But where is the city whose commerce is extensive and flourishing, only because it is open to the sea, without suitable means of access for purchasers, producers and their commodities from the interior? The granaries and storehouses in the rich valleys of Virginia, North Carolina, Tennessee, Kentucky, &c., though less productive than they soon will be, are groaning with corn, wheat, tobacco, cotton, bacon, and other valuable productions. The "fat cattle" that roam and graze "upon a thousand hills," are ready for the markets; salt in immense quantities is furnished at the exhaustless salines; the mines are filled with coal, gypsum, copper, lead, iron, &c., all seeking vent from their confinement; and for the want of a suitable outlet in this direction, a large quantity takes a tedious, tortuous and circuitous course, in opposition to the design of nature, and goes to enrich the merchants and build up the cities of other states, that have done well 'tis true, to open a communication affording such means of advancement. Fortunately, however, there is "enough and to spare;" ages of industrious and enterprising toil, will not exhaust the incalculable treasures that lie dormant and undisturbed. Heavy, thick and extensive forests there are to yield their supplies of timber, and their rich lands for cultivation—immense fields of grain, and pastures with countless herds, afford their annual abun-

dance; the hills, the valleys, the mountains, all invite the efforts of enterprise, and offer their stores of wealth.

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The erroneous, though oft-repeated assertion, that "Norfolk has no back country," (!) should never again be uttered. It is but the feeble cry of dull despondency; the language of the short-sighted, uttered in almost unpardonable ignorance, and which might have been applied, with about as much appropriateness to Tyre of old, before its calamitous overthrow, or that might as well be used now in reference to the densely crowded sea-port of the Empire State, the Modern Athens or the Crescent City, the Monumental City, or the City of Brotherly Love. That large, quiet and truly beautiful collection of salt water, bounding the city on the south—deep, blue and clear, from the great ocean just below, although it rolls along upon its ample bed, between our city and the interior, is no obstruction to trade, not the least obstacle in the way of the commercial prosperity of the place. It is, of course, as it has been, and as it is believed it will, ere long, prove more plainly to be, the chief source of the wealth and commercial advancement of Norfolk, as well as the adjacent counties of the southeastern section of the State.

The narrow, level slip of land on the east and southeast, assists greatly in supplying the markets with fruit, vegetables, mutton, poultry, grain, &c.; the beautiful bays, rivers, and deep meandering streams, serving well to furnish ample quantities of the finest fish, wild fowl, and "fat oysters" of the largest size, and the dense forests abounding with oak, pine, ash, hickory, walnut, cedar, beech, gum, sycamore, persimmon, and other useful trees, which afford firewood in abundance, besides the best of timber for the purpose of shipbuilding, &c.

But, as before intimated, it is to the wide domain of the south, southwest, west and northwest, to the great valleys and plains, the mountains and "hill country" of those immense, exhaustless regions, that the people, at this great natural outlet to the eastern world, must look for the invaluable treasures which a kind Providence has placed at the disposal of the busy millions of the interior.

Then let the communication be opened from Norfolk, westwardly; tap the great internal thoroughfares, and the produce of the country will flow eastwardly in vast quantities, to benefit the merchants and tradesmen of this, as well as other sections of the State. Cut through the dark and thick old forest wilds, and the towering mountain barriers too, if need be, let in the bright light of day, bridge the rivers, unite the water courses, spread out the iron track, to bind as with a ponderous cable chain the East and the West together, and let the unwearied metallic horse be attached to



the capacious cars, and strengthened and sustained by the fierce fires of the glowing furnace, throwing off upon the winds that lag behind him, the surplus of his resistless power, let him speed on to and fro in his rapid course—up from these level low-lands, and down again from the rich and splendid undulating country. Send out the conveyances to the Blue Ridge and Alleghany regions, and away down through the magnificent lands of West Tennessee, even to the turbid waters of the old Mississippi, rolling and foaming there in resistless strength and fury. Send on with the richly freighted cars, the messages from the sea-board, and the long whizzing trains will return to these shores, overburdened with the rich and varied products of the vast and inexhaustible western and northwestern sections of our almost boundless expanse of territory. Here let them be exchanged; and hence let them be shipped and forwarded north, and east, and by the contemplated Southern Steam Packet Lines from this port, to Liverpool and other extensive marts of the old world, beyond the deep and troubled waters of the ocean.

And, as a necessary consequence, capitalists will be attracted hither, manufactories will spring up, labor will be in demand, the limits of the towns will be rapidly extended, and a bright day of prosperity will be witnessed. The influence of Norfolk, in common with other cities, will then be felt and acknowledged, and she will act the part in the commercial, political, and literary world, that will reasonably be expected of the seaport city of Virginia, and the great central mart of the Eastern coast of the Union. The port of Norfolk and Portsmouth will be a great centre of attraction, the converging point of trade. All South Eastern Virginia will feel the brightening influence, and share largely in the general benefits to be dispensed. An impulse will be given, not only to commerce, but to the mechanic arts and other attendants on a prospering community, which, in our happy country, especially, tend to dignify society and give importance to the name of a people. Then will it no longer be said, to the shame of the good citizens of this old Commonwealth, that "Virginia, with a vast domain, whose climate is the sunniest of the sunny; whose valleys the richest of the rich; whose every mountain-side embosoms a store of wealth which the wants and the industry of man can never exhaust; whose thousand streams furnish the water-power for a score of Birminghams and Lowells; which boasts the noblest seaport from the Passamaquoddy to the Rio Grande, and a roadstead that would shelter the shipping of the world; that Virginia, with all these matchless advantages, with the elements of commercial greatness that might make her the rival of New England, and old England too, has no *comme ce* that can be dignified with the name, and the little she has left is sitting from her

grasp, like the vapory mists of the morning before the chasing beams of the risen sun !” \* \* \* \*

In consequence of the unfortunate and extensive failure in the grain crops during the past year, (1850,) business has suffered considerable depression ; and recently our merchants have very reasonably complained of dull times. But on taking a view of the city as it now is, it may very truly be said—and it is exceedingly gratifying to remark—that a very considerable improvement is presented in its appearance, and which has been going on rapidly during the last eight or ten years. Since the alteration in the title and charter in '45, the place has made very perceptible steps onward and upward—a very creditable progress in its career of prosperity. The many noble public buildings, elegant family residences, large and splendid stores, the many well-paved streets, and a thriving and healthful population of 15,000, (an increase of nearly fifty per cent. in ten years,) already suffice to render Norfolk quite a large and handsome city. With a just appreciation and judicious improvement of the natural advantages and favorable position of the port for the most extensive mercantile operations, who can foretell its future greatness, as it would at no distant period be inscribed upon the truthful page of history ?

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### NORFOLK IN THE FUTURE.

A London correspondent of a New York paper, remarks as follows :

“ Neither New York or Liverpool has sufficient water in their channels to meet the views that are now in embryo. As soon as it is proven that comparative strength can be carried out with size, steamships will be built of ten thousand tons burthen, they will carry a thousand first class passengers, and they will cross the ocean in six days. Norfolk and Newport, which have sixty feet of water, will be the great ports of the U. States, and Southampton will be the commercial entrepot of Great Britain.”

### LOCAL IMPROVEMENTS, BUILDINGS, &c.

The following buildings have recently been erected in the city :\*

A large, commodious and handsome City Hall, the Mechanics' Hall—a highly ornamental and beautiful building ; five large churches, four of which present a considerable degree of architectural taste and skill ; a very neat and tasteful banking house, two public offices, four handsome engine houses, with spacious halls ; several hundred private buildings, among which are many fine family residences, extensive warehouses and manufacturing establishments.

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\* See list of public buildings on another page.

# BUILDINGS TO BE ERECTED,

SOME OF WHICH ARE NOW IN PROGRESS.

A commodious and extensive Custom House, and also a Powder Magazine (by the U. S. Government;) a large Market House, with capacious cisterns, &c.; a City Prison; a Public Hall for meetings, lectures, &c.; a Masonic Hall; a Jewish Synagogue, besides a number of splendid family residences, and spacious warehouses.

## DRY DOCK—STONE WALL.

The expedience and necessity of building a *Dry Dock* on the Norfolk side, by private individuals, have been very properly urged by those who are capable of judging with regard to its utility.

At a meeting of the councils, October 1st, 1850, a resolution was passed requiring the appointment of a joint committee to enquire into the propriety of a survey of the harbor, with reference to an application to Congress, for the purpose of running a *stone wall* from Town Point to Fort Norfolk.

## GAS LIGHT.

On March 1st, 1850, Freemason street was lighted with gas, and the works then commenced a successful operation. Market Square, Main, Church, Wide-water, Fenchurch, Holt, Granby, Cumberland, Washington, (upper,) Bank, Bute, and other streets have been lighted with gas. The City Hall, Mechanics' Hall, the churches, hotels, and very many private dwellings are illuminated with this bright, beautiful, and economical light.

## STREETS GRADED AND PAVED, SINCE 1847.

<i>Freemason</i> , from Church to Duke,	} Commenced in 1847, finished in
<i>Brewer</i> , from Freemason to Bute,	
<i>Catharine</i> , from do. to Charlotte,	} April, 1849.
<i>Washington</i> (upper), from Granby to Boush,	
<i>Duke</i> , from Freemason to Bute,	} October, 1849.
<i>S. Brewer</i> , do. to Wolfe,	
<i>N. Brewer</i> , from Bute to Queen,	} 1850.
<i>N. Church</i> , from Charlotte to city boundary,	
<i>James</i> , from Bute to Scott,	
<i>Wolfe</i> (repaved) from Catharine to Cumberland,	
<i>But</i> , from Church to the river,	
<i>Charlotte</i> , from Boush to ———	} 1851.
<i>N. Cumberland</i> , from Queen to the cemetery,	
<i>W. Wide-water</i> from Loy all's lane to Newcastle st.	
<i>Freemason</i> , from Duke to the river (formerly Grafton.)	
<i>Marsh</i> , from Fenchurch to Allyn's Court (by owners of property thereon.)	

Also: about half a dozen lanes in 1850—51.

## STREETS RECENTLY OPENED AND EXTENDED.\*

Avon, New, Nicholson, Tazewell, Williams, Gray, Thomas, Denby, Wide, Charles, Sayer, Landing, North First, Chapel, Wood, from Fenchurch to Newton's creek, Cove from Church to Fenchurch, Falkland from 2nd Cross to 3d Cross; Virginia (east end), Liberty and Scott, westwardly, a new street from Main, near East, to Wide-water, a new street from Wide-water to Main, near Bank, (continuation of Roanoke Square,) several streets westwardly from Cumberland above Scott, besides a number of courts and lanes.

The following have recently been extended, by filling up or "making the land :—" Jefferson street, southwardly; Boush (2d or central,) eastwardly; Charlotte, eastwardly to Fenchurch; † Union (lower,) eastwardly. ‡

## ACTS OF ASSEMBLY.

Among the Acts passed during the session of 1850—51, are the following:

"Act to incorporate the Norfolk and Petersburg Railroad Company, with a capital of \$800,000, to be raised by subscription, to make a railroad from Norfolk by Gilmerton, to connect with the Southside railroad at or near its eastern terminus at Petersburg: subject to the general railroad law in the Code. The Board of Public Works to cause the road to be surveyed. The city of Norfolk is authorized to subscribe \$200,000 thereto, three-fifths of the legally qualified voters of the city concurring therein. The gauge of the road is to be the same with the Southside railroad; and from the point at which the Norfolk and Petersburg road crosses the Roanoke and Seaboard railroad, the charge for transportation of local or way freight, and passengers, and of the mail, shall not be less per mile than on the Seaboard and Roanoke railroad. The road is not to cross the Southern branch of Elizabeth river below the mouth of the Dismal Swamp Canal, and where it crosses the Elizabeth River, drawbridges are to be provided, and it is not to be located across the Nansemond River, east of the town of Suffolk. The company is subjected to the provisions of the 5th, 6th, 7th, 8th and 9th sections of the Act relative to the Virginia and Tennessee Railroad, passed 6th March, 1849."

"Act authorizing the Board of Public Works to subscribe three-fifths of \$800,000 to the capital stock of the Southside railroad."

"Act allowing James Gordon, Jr., and Aaron Milhado to build a bridge across Smith's Creek, to be located from the western termination of York street in the city of Norfolk, across Smith's Creek to the lands of John G. Colley, in Norfolk county. The bridge is to be free and subject to be removed at the pleasure of the General Assembly."

"Indian Poll Drawbridge Company, capital \$3,000; to construct a toll-bridge, with a suitable draw across Tanner's Creek, from Wm H. Talbot's land on the north, to the lands of Michael Hendren on the south, or between such other points as may be suitable. The bridge is not to obstruct the passage of vessels, boats or rafts, nor to prejudice the improvement of the navigation of the creek." ||

\* See alphabetical list and location of streets.

† To be continued to Chapel.

‡ Portions of Freemason, York, &c., have also been filled up and graded.

|| This Bridge was completed about the 25th July, 1851.

"Norfolk and Fredericksburg Steamboat Company. The company to carry freight and passengers between Norfolk and Fredericksburg, and such points on the Rappahannock River and the Chesapeake Bay, in the limits of the State, including York River and its branches, as they may agree upon, subject to the provisions of the Code regulating joint stock companies. Capital not less than \$10,000 nor more than \$50,000."

"Act to change the rate of pilotage on certain vessels, and for other purposes. The act prescribes the rate of pilotage upon certain vessels of war from sea to Hampton Roads, from Hampton Roads to the naval anchorage, and from the naval anchorage to the Navy Yard at Gosport, and returning to each place respectively, and the fees for detention. Authority is given the courts of Elizabeth City county, and of the city of Norfolk, consisting of five members each, instead of being composed of a majority of justices, to appoint the Board of Commissioners of pilots required by the Code."

"Act to explain the foregoing Act. Subjects all vessels of war to the rates prescribed by the preceding Act."

## PORTSMOUTH.

The reader has observed in the preceding remarks, that frequent allusion is made to PORTSMOUTH. Much of what is said, applies, of course, with equal appropriateness to the sister town standing on the opposite shore of our common harbor, and presenting quite an agreeable view from the Norfolk side, stretching along the banks of the main stream, and extending for some distance around on the Southern Branch.

The spirit of enterprise is getting abroad afresh in Portsmouth, as well as in Norfolk; several public buildings and many beautiful private dwellings have recently been completed, and other improvements are in progress and in contemplation; and it is believed that when the Seaboard and Roanoke Railroad, (which commences here,) and other great works of internal improvement already progressing, shall be completed to their points of termination, this pleasant, healthful and agreeable town will, in common with Norfolk, grow with astonishing rapidity.

"The day will arrive," says the Herald, "and we do not look upon it as distant, when the force of circumstances will unite the two towns, and Norfolk and Portsmouth be known as one great city—and the CITY OF VIRGINIA we would bespeak as the title, one and (otherwise then by the noble Elizabeth) indivisible."

Portsmouth includes GOSPORT and NEWTOWN, about a quarter of a mile distant on the south, and connected by a causeway. On the south of Gosport is situated the U. S. Navy Yard, at which great national establishment, now undergoing extensive improvements, a large number of men, varying from ten to fifteen hundred, find employment; much the greater portion of whom, with their families, reside in Portsmouth. They receive their pay in gold, semi-monthly, and, as a matter of course, circulate a large amount in the town for supplies of every description; although Norfolk comes in for a pretty good share in the general distribution.

THE GOSPORT IRON WORKS.—*A. Mehaffey, Esq.*, proprietor, is justly deemed an important acquisition to Portsmouth and Gosport, and, indeed, to the State. This establishment is very extensive, and is conducted in a

most judicious and liberal manner. Very extensive contracts for the Navy Department are taken and executed. All kinds of iron machinery are made here in the most beautiful style. Steam engines, from the smallest to the largest, most ponderous and powerful; castings of every description, in iron, brass, copper and lead, and every variety of rough and polished work, wrought or cast, of beautiful workmanship and astonishing accuracy, neatness and durability, are all furnished with great despatch at these works, which employ from two to three hundred hands, and the probability is that a much larger number will be required.\*

MILLARD FILLMORE, the wise and popular President of the United States, during his recent visit, "expressed his admiration of the fine position and numerous natural advantages of Norfolk and Portsmouth, and his surprise that their common port had not been chosen as the site of a New York instead of that of the city which bears that name; but he hoped, and could not divest himself of the belief that the time was not distant when it would rival the proudest cities of the Union."

Mr. STUART, the able and accomplished Secretary of the Interior, who accompanied Mr. Fillmore, "spoke as a Virginian to Virginians; and while he expressed great pleasure in contemplating the important advantages of our position, he felt pained that so little had been done to avail of those advantages, and that Virginia had been so tardy in developing her immense natural resources. Even in the Navy Yard, through which he had just passed, there was a painful evidence of this fact; of the immense quantities of timber, iron, hemp, &c., Virginia supplied comparatively nothing—nearly all came from other States, or foreign countries. He said much to awaken the enterprise, rouse the energies, stimulate the patriotism, and unite and harmonize the jarring interests of the people of Virginia." The writer heard this distinguished gentleman remark, that on the route of a railroad, (a bill for which he had advocated in the Legislature of our State,) land which was formerly worth only 20 cts. per acre, rose in price after the completion of the road, to \$20 per acre!

A much more extended account of the present condition, appearance and prosperity of Norfolk, Portsmouth, &c., will soon be presented to the public in another work, from which the foregoing remarks are copied—the evidences of growth—the indications and means of prospective importance, as well as some further reasons why this port does not now rival the great commercial marts of the Union. A view of the picture will also be afforded from a distant point, and a glance will be taken at the interesting events and changing scenes, and bright prospects, and blasted hopes of other days long past and gone.

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\* The steam engine manufactory and foundry of our townsman, Mr. N. Cory, though not so extensive as this, affords great facilities for obtaining machinery and castings. See advertisements. Further description in sketches of N. and P.

GREAT NORTHERN AND SOUTHERN RAILROAD ROUTE, VIA  
NORFOLK, FROM NEW YORK TO NEW ORLEANS.

From New York to Norfolk.....	384 miles.
“ Norfolk to Weldon, by Railroad.....	80 “
“ Weldon to Wilmington, “ .....	161 “
“ Wilmington to Manchester, “ .....	162 “
“ Manchester to Augusta, “ .....	112 “
“ Augusta to Atalanta, “ .....	171 “
“ Atalanta to West Point, “ .....	85 “
“ West Point to Montgomery, “ .....	97 “
“ Montgomery to Mobile, by Steamboat.....	327 “
“ Mobile to New Orleans, “ .....	150 “
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“ New York to New Orleans.....	1729 “

“ The next great branch from the stem of the Seaboard and Roanoke Railroad diverges from its terminus at Gaston, by the Raleigh and Gaston Road to Raleigh, 85 miles; and thence by the Central North Carolina Road to Salisbury, 120 miles, whence it is proposed to continue the Central Road 150 miles further to Knoxville; from which point the route is marked out by the Hiwassee Railroad to Chattanooga, 113 miles; thence by the Memphis and Chattanooga Road, 232 miles, to Memphis, on the Mississippi,—whole distance from Norfolk to Memphis, say 700 miles.

There is another branch from the same stem, which promises even more important results than those we have named; for it is intended to tap the rich valley of the Roanoke at Clarksville, and connect with the Virginia and Tennessee Railroad at Lynchburg, which in its turn, connects with the East Tennessee Railroad and communicates with Knoxville, where it strikes the Hiwassee Railroad and the line of railroad thence to Memphis, as above described. By this route to the Mississippi, the distance by railroad is laid down as follows:

From Norfolk to Gaston.....	90 miles.
“ Gaston to Ridgeway, (on the Raleigh and Gaston Road).....	10 “
“ Ridgeway to Clarksville, (on the Roanoke).....	25 “
“ Clarksville to Lynchburg.....	60 “
“ Lynchburg to Tennessee line.....	258
“ Tennessee line to Knoxville, by E. Tenn. Railroad,	126
“ Knoxville to Chattanooga.....	113 “
“ Chattanooga to Memphis.....	232 “
<hr/>	
	908

When these railroads are completed, the rush of produce down them from the Mississippi to this point of the Atlantic seaboard, and the immediate region, must be immense, and we cannot doubt that the Norfolk people will be duly awake to the importance of securing their rightful share of this valuable trade.”

## THE NORFOLK MARKET

Has long been noted for extensive transactions in corn, lumber, naval stores, &c., but it was not supposed, until recently, that a very large business would be done here in *vegetables and fruit*.

TRADE IN VEGETABLES, &c., BETWEEN NORFOLK AND BALTIMORE, AND WITH OTHER CITIES FARTHER NORTH.—The exportation of peas, potatoes, tomatoes, apples, fish, &c., between this port and Baltimore, Philadelphia and other cities, has for several years past been quite extensive, and is rapidly increasing in importance. By means of the several direct steamboat lines, farmers and gardeners in this section of Virginia, and, it may be said, within 20 miles of the port, enjoy advantages and facilities for a profitable business, which cannot be too highly estimated. The soil, of course, yields in abundance the healthful and desirable productions of the field, the garden and the orchard, several weeks in advance of that in the vicinity of the Northern markets, and the demand comes not merely from a few thousand, but, indeed, from a population of *more than a million!* Further comment is unnecessary. We merely subjoin the following authentic statement:

The quantity of green peas alone shipped from Norfolk to Baltimore during the last season, was 10,000 bbls., and of crabs 2,000 bbls.!

The quantity of potatoes, apples, cucumbers, &c., amounted as early as July 8th, of the present year, to 7,600 barrels, besides 2,000 baskets of tomatoes, about one-half of which passed through to Philadelphia. The amount which went to that city by the new line of steamers was, also, very considerable. What this trade will be a short time hence, when the New York lines shall be in operation, we leave at present for the consideration of those more interested. Some additional remarks upon this interesting subject, may, however, shortly appear in another work.

## TWO LINES OF STEAMERS TO NEW YORK.

Two lines of large and superior steamers will shortly commence running from Norfolk and Richmond to New York. The "City of Richmond" and the "City of Norfolk" are the names adopted for one of these lines. They will carry about 40 cabin and 50 steerage passengers, in addition to a very large amount of freight.

The Editor of the Herald remarks:

"Two of our citizens, Messrs. Josiah Wills and A. Mehaffy, have subscribed liberally to the stock. Mr. Wills will be the agent for the line at Norfolk, where the steamers will regularly touch going to, or coming from, either New York or Richmond. The same Company have, or are about to, contract for another steamer, to be built in Baltimore immediately, and called the "Norfolk;" and it is supposed about half the stock of the two steamers will be owned in Richmond and Norfolk. We consider the Company have done well in selecting Mr. Wills as their agent in Norfolk, as the wharf he recently purchased and is now improving on a magnificent scale, at a cost of some \$22,000, will be admirably adapted for the accommodation of large class steamers, and from his extensive acquaintance on the Roanoke region of country, he can and will control a vast



amount of tobacco and other produce coming by the Seaboard and Roanoke Railroad (as soon as that great thoroughfare is completed)—for sale here, or for transhipment to New York and other large markets.

This line will soon be followed by another, of which the "Roanoke," launched a few days ago in New York, will take the lead, and commence running at an early day. Dean & Thornton are the agents in New York, and Ludlam & Watson in Richmond. These boats will also touch at Norfolk going and returning between New York and Richmond.

Two lines of steamers running direct from Norfolk to New York, will, in connection with the Seaboard and Roanoke Railroad, offer facilities to the growers of produce on the Roanoke, who prefer shipping to the North, greater than were ever before presented, and must insure the transit of an immense amount of produce through this port in preference to all other routes of transportation. The advantages accruing to Norfolk in this connection from her agency in the trade down the railroad, small as it may be, comparatively, will be sensibly felt in all her business relations, and give a salutary impulse to her prosperity.

But these New York steamers will nearly double the traffic in horticultural productions, which has heretofore been carried on to an incredible extent through the medium of the Baltimore and Philadelphia steamers, from farms in our vicinity; while it will add in the same ratio to the value of real estate in the neighborhood, and to the wealth of the skilful, enterprising and industrious horticulturists who engage in that traffic. At present they have no way of sending their products direct to New York, and they are subject to the delay and extra expense of transhipment from Baltimore and Philadelphia. While, therefore, the direct transportation would nearly double the demand for all kinds of vegetable productions, it would form an important item in the freight list of the New York steamers, without diminishing the profits from the same source now enjoyed by those of Baltimore and Philadelphia. Very few persons beyond those who are immediately interested, have any idea of the amount and value of vegetables and fruits which are daily shipped hence to Baltimore and Philadelphia during the spring and summer months."

A line of steamers is now running also from New York to Norfolk and Alexandria.

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#### EXTRACT OF AN ADDRESS ON THE COMMERCIAL FUTURE OF VIRGINIA, PORT OF NORFOLK, &c.

*Delivered before the Central Southern Rights Association at Richmond,  
February, 1851, by William M. Burwell, Esquire.*

1. The advantages of the geographical position of Virginia.
2. The probability that Virginia can secure the export and the import trade of the interior.

The Chesapeake Bay, entitled from its climate and commercial advantages, to be called the American Adriatic, extends from the latitude of 36° 51' more than two hundred miles to the north. It varies from ten to

twenty miles in width, affords generally about nine fathoms of water, and is navigable at all seasons, for vessels of any class whatsoever. It is free from ice and safe from storms. It receives the commerce of those important tributaries, the Susquehanna, the Baltimore and Ohio Railroad, the Chesapeake and Ohio Canal, the Rappahannock, York, James and Roanoke Rivers, and Albermarle Sound. It is the medium of importation and exportation for the tide-water cities of Baltimore, Washington, Georgetown, Alexandria, Fredericksburg, Richmond, Petersburg, Portsmouth and Norfolk—these cities have an aggregate commercial population of more than 300,000. It receives, or ought to receive, the productions of about eighty thousand square miles, its legitimate territory, besides what it may hereafter obtain by communications with the interior. The Chesapeake has a single inlet, lying between Cape Henry, in lat.  $37^{\circ}$  and Cape Charles in lat.  $37^{\circ} 12'$ . The powerful fortification of Point Comfort, commands this inlet and protects its commerce. Together with Fort Calhoun, which is situated less than a mile to the south, it commands the entrance of Hampton Roads, an anchorage perfectly safe from enemies or elements. Within fifteen miles of this inlet, roadstead and fortress, is situated the city of Norfolk; which, from its excellent harborage and accessibility, its salubrity of climate, its cheapness and abundance of supplies, can sustain as heavy a commercial population, and can afford as cheap a rate of factorage to the commerce of the interior as any other Atlantic city whatever. So superior are the natural advantages of this city, that for more than 70 years it was regarded as "the emporium of the Chesapeake and its waters," whilst secondary to this place, "were *Richmond*, *Petersburg*, *Baltimore*," and other towns. Perhaps with a prophetic distrust of the enterprise of his countrymen, the writer added "accidental circumstances may, however, control the indications of nature."\*

They have certainly done so. An estuary extending more than two hundred miles parallel with the Atlantic coast, its only communication with the ocean being in the immediate vicinage of a port possessing such superior advantages, it follows that all commerce brought from the interior, by artificial lines of transportation, which terminate at every point upon the Chesapeake, must seek the vicinage of this port for exportation.

Upon the indisputable proposition, that artificial facilities of transportation being equal, commerce will prefer the most direct, the line of railroad projected by Virginia from the port of Norfolk, running nearly parallel with her southern boundary, until it strikes the Mississippi at Memphis, with another line, extending to the Ohio River, will afford the most direct line of transit for the commerce of an extensive region to the ocean. The junction of the Mississippi and Ohio Rivers, is upon the same parallel of latitude with the Capes of Virginia. This, then, is the base of transportation of the commerce destined to exportation from the Chesapeake. The simplest triangulation of the trade, upon the principle affirmed, will show that any line deflecting from this base, and striking the Chesapeake at any point north of the outlet, must involve the disadvantage of lengthened distance and increased time.

The connections with the interior, which have been referred to, will be

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\* Mr. Jefferson.

found to afford lighter grades, cheaper construction, greater amount and variety of trade, than any transmontane railroad lines to the north of them. The commerce of the Chesapeake having been shown to prefer the port of Norfolk,\* it is now proper to examine what amount of commerce from the interior will seek the Chesapeake for exportation.

We may then safely suppose that a Railroad not exceeding 800 miles in length, connecting the mouth of the Ohio and Mississippi with the port of Norfolk, with gradients not exceeding sixty feet against the heavy trade, can successfully compete for the export of merchandise, with the river and coastwise shipment, which I have more particularly described.

This is an extreme application of the principle laid down as ultimately to govern the commercial connection of the interior with the Atlantic ports. Nor is its demonstration indispensable to the developement of a sufficient commercial interest in Virginia for the great purposes which have been indicated. The legitimate trade area of the lines of Railroad, referred to, will be adequate even without that trade which may be taken from the Mississippi itself. But that the commerce of the Ohio, and upper Mississippi will not continue to double the Cape of Florida, is proven by the success of the northern Atlantic cities, which have borne off much from the upper Ohio and Mississippi, whilst Charleston, Savannah and Mobile, have become formidable competitors with New Orleans for the trade of the middle Mississippi; *Virginia being almost the only Atlantic State which has not some Railroad connection with the interior.*

I consider, so far as the testimony of interested witnesses and the existence of undisputed facts is concerned, the proposition that the internal trade will prefer a direct transit, is established. The competition amongst the Atlantic ports for this trade will be ultimately determined, 1st, by their relative distances from the interior, 2d, by the relative value and amount of the trade and its appropriate travel; 3d, by the relative cost of the artificial lines.

We may safely affirm, from a comparison of these requisites, that a line drawn from Louisville or Memphis, to Norfolk, will be the preferred line of commerce, because it comprehends a trade area of the richest and most varied character. It will be of cheaper construction, because it will cross the Blue Ridge, Alleghany and Cumberland mountains without a tunnel, with no grades of more than sixty feet to the mile; it will be made with slave labor, and with western provisions; it offers no climatic obstruction at any season, but passes through temperate and healthful latitudes. If I have been successful in demonstrating a direct commerce between the interior and the Atlantic cities, it will be necessary to prove that the share of that commerce, appropriate to the cities of Virginia, will be sufficient to sustain a line of steamers from Norfolk to Europe.

No one of the Atlantic cities can expect more than to secure the exportation and importation of a trade area appropriate to its position. To realize the anticipated course of commerce we should arrange the great producing region of the West into distinct geographical divisions; each of these divi-

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\* It is proper to state that Norfolk is used for the Virginia cities generally. All of them, by their connections, are expected to participate in the export and import trade referred to.

sions will have its line of artificial transportation, each of which will strike some one of the Atlantic cities of the Union, and all of which will converge upon the ultimate European markets for which their trade is intended.

The immense extent of this producing region, extending through twenty degrees of latitude, comprehending more than half the States of the Union, will prove that any one of the geographical subdivisions referred to, will be adequate to sustain the Atlantic city, or system of cities, appropriate to its course of trade. The North-western States will, of course, pursue their present lines of transportation; the Southern States will export through Charleston, Mobile, Savannah and New Orleans. The Western and South-western States must trade directly through the port of Norfolk, because it lies directly upon their path to the ocean, and to the market cities of the world.

We then claim specifically the trade of Kentucky, Tennessee, North Alabama and Mississippi, and Virginia, with much of the trade which is collected at the interior cities of Cincinnati, Louisville, Nashville and Memphis.

I do not pause to estimate the value of this trade: it will be sufficient to prove to the most incredulous, our capacity to establish a commerce. But the support of the enterprise which you propose to establish, depends more upon travel, the transportation of merchandise and the remittance of specie, than upon the exportation of the heavy agricultural staples of the interior.

The line of national and international communication, projected, and in progress between Virginia and New Orleans, has been proven to be part of a great line of travel between the Eastern Atlantic cities of the Union, the great South-western city of New Orleans, and the proposed crossing by railroad at the Isthmus of Tehuantepec. That some crossing of the Isthmus of Central America will at present be preferred to the railroads wildly projected to cross from Memphis, St. Louis and the Lakes, to the coast of Oregon and California, there can be no doubt. There are so many obstacles to a railroad communication through that vast and unsettled country, that travellers would be unwilling to embark upon a car, which might be arrested by flood, fire, or savages, in the midst of some boundless prairie, or upon the borders of some impassable swamp. Travel, munitions of war, the mail and specie, must seek, for a great length of time, some safer line of transportation. For the trade of Asia, the competition would be hopeless. No calculation has offered freights from Asia across the continent of North America at less than \$65 per ton, whilst the current freight around Cape Horn is about \$22. No difference of speed would justify such a difference of freight upon heavy articles. Russia could, with the free navigation of the Amur, and her line of railroad now under construction, transport the China trade to Europe, by a shorter overland route than that projected across the continent of North America, saving entirely the navigation across the Pacific and Atlantic oceans. The projected lines of railroad and canal communications through central America, will unite the advantages of cheap freights and rapid transportation in a sufficient degree to ensure the trade and travel communication between Asia and the United States, possibly between Asia and Europe. I may only advert, then, to the

prospect of being upon the presumed line of travel and commercial intercourse between the United States and the 500,000,000 of people in Asia, with whom we are taught to anticipate a commerce. We may only advert to the assertion made by highly competent authority, that the teas alone of China exported to the United States, annually amount to \$20,000,000, whilst the foreign commerce with the Oriental nations is estimated at \$200,000,000 annually.

If, however, we confine our anticipations to the mere transportation of the valuable articles of gold, silver, teas and silks, which we may expect, together with the travel and other accessories intended for American consumption, we must be satisfied that the lines of Virginia Railroad, comprising sections of the most direct line of communication, to which I have adverted, must afford great advantages in building up a foreign commerce, and sustaining a line of Ocean steamers. We may note, incidentally, that in regard to tea, an article of prime commerce between Asia and Europe: "It is said the finest descriptions do not reach England; the Mandarins pay very high prices for those teas, and their flavor is so delicate, that they would not bear four or five months sweating in the hold of a ship. Many of the finest teas, drunk in China, would not bear this hot and humid atmosphere. The teas conveyed to Europe by sea, require to be dried and fired to a degree, which must injure their quality." We may, therefore, fairly anticipate a large share of the transportation of this important article of Asiatic trade from the completed connection between the Eastern cities of the Union and the coast of Asia.

The varied resources of these lines, to which I have referred, will enable the city of Norfolk to compete with the Southern ports of Charleston and Savannah. Although these cities lie somewhat nearer to the trade area of the Southwest, the saving of coastwise shipment, effected by direct transit, whether the cargo is destined to one of the Eastern cities or to the great markets of Northern Europe, will give the city of Norfolk advantages.

I have thus endeavored to prove that Virginia possesses a geographical position which will, upon the completion of the great enterprises in which she is now engaged, ensure her the materials of an important commerce.

\* \* \* \* \*

If, however, the cities of the Chesapeake shall, by common consent, make Norfolk the terminus of the proposed line, so that, as to the Southern transatlantic travel, advantages of time and distance would be equal, with the supposed superior comfort and safety of a Southern over a Northern passage across the Atlantic, there can be no doubt that such a line would be perfectly successful; each city would make its own connections by bay or river steamers, and the common steam line from Norfolk would make a time and afford a rate of freight comparing favorably as to the Southern travel at least with any lines north of it. Each city then contributing its patronage of merchandise and remittance, the lines of communication with the interior, to which we have adverted, would cut off the transatlantic travel going north, because to a traveller crossing the latitude of Norfolk the inducements which have been mentioned would be sufficient to determine him in its favor. But if the traveller crosses the latitude of Norfolk, and goes north as far as Baltimore, the tendency will be to go direct to Philadelphia, New York, or Boston for a steamer. Indeed, as to Baltimore,

a passenger coming from the South, upon the Portsmouth road, might go up the Bay to Baltimore in one day, and come down the Bay the next. On his way to Europe, he would naturally prefer taking a steamer direct from Norfolk. It may be said that lines from these cities may touch at Norfolk, but travellers will prefer seeking the terminus of a line for the superior certainty. There may be, then, such a combination of the importing interests of the several cities, trading through a common outlet, as will maintain a line of ocean steamers. But there must be perfect harmony and earnest co-operation amongst them.

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#### REPORT OF A SURVEY OF THE ROUTE OF A CANAL TO CONNECT THE WATERS OF ELIZABETH RIVER WITH CURRITUCK SOUND.

Mr. Patterson has made a careful examination of several routes, the results of which he gives in his report. He recommends after leaving Albemarle Sound, ascending North River to a point called Taylor's Bay, then leaving North River to cross to Currituck Sound by a canal which will open into Currituck Sound at Cedar Bay. After following the main fork of North Landing River for about two thousand feet above to North Landing, he proposes to leave the river and to cross the Swamp by a canal of seven miles to the head of the southwest branch of the Elizabeth River, and then by the southwest branch to Elizabeth River, cutting a new channel across some of its bends. Mr. Patterson thinks the right of way by the Kempsville route might be obtained free of cost, and that the land owners by the Great Bridge route would convey a tract of six thousand acres for one dollar per acre.

He estimates the cost of canal, &c. in Currituck county, at	\$71,350
Canal in Norfolk county, - - - - -	106,354
Lock at North Landing River, - - - - -	11,654
Lock at Great Bridge, - - - - -	14,039
Bridges, engineering and contingencies, - - - - -	29,800
Total,	\$233,197
Additional cost of a canal in Currituck and Norfolk counties,	23,139
	<hr/> \$256,336

#### ROUTE NO. 1, TO EAST BRANCH BY SHIPP'S BRIDGES.

Excavation, &c., - - - - -	\$184,437
Locks, bridges, engineering, superintendence, - - - - -	33,893
Canal in Currituck, &c., - - - - -	74,350
	<hr/> \$292,680
Add 1 per cent. for contingencies, - - - - -	29,268
Total,	<hr/> \$321,948

The report concludes with the following remarks :—

It now rests with Norfolk to secure to herself this valuable trade by the construction of an outlet for it which will bring it to her wharves, and by a tariff of tolls and spirit of accommodation in its management which will rather invite than repel trade. By means of lines of barges towed by steam, for which this canal from its great capacity will be well adapted, the products of this fruitful region and the vast increase which a certain market must inevitably bring about, may be brought to Norfolk so speedily and cheaply, that vessels from abroad will find it to their interest to take their lading there, instead of going through the canal at great loss of time to secure freight. Thus Norfolk may become an entre-port for the productions of these 17,000 sq. miles of country, and in her turn be the source from which they will draw their supplies. Nor will the trade be confined to the counties lying on Albemarle Sound and its tributaries ; it will reach far down the sounds, wherever a safe and cheap navigation and a sure and good market offer greater inducements than a dangerous navigation coupled with insurance and costs which absorb the profits of those engaged in it.

Possessed of one of the finest harbors in the world, and other great natural advantages, there is nothing to prevent Norfolk from becoming one of the first cities of this Union : but she must lose no opportunity of extending her arms to render this great back country tributary to her. In the great race which is set before her, she has competitors who have been long in training and are determined to win—let her look to it that no exertion on her part be spared to enable her to win the prize.

#### WESTERN TRADE.

In 1840, the land and property tax of Richmond, Petersburg and Norfolk was, \$28,374 22 ; in 1848, it was \$45,124 93 ; and in 1850, it was \$53,802 17. Add Alexandria to the list, and the aggregate for 1848, is \$50,789 24 ; and for 1850, \$61,341 24. The increase in these four towns, in two years, has been upwards of \$10,000. And what is the prospect before us ! These very towns are stretching out their arms for Western trade—opening their markets for Western products—straining every nerve to secure the wealth-giving traffic of their back country ! And what will be the effect of the system of internal improvements Virginia is now executing ? Suppose the Central Road and Canal, or either of them, extended to the Ohio River, and the South-western road extended to the Tennessee line, and there connecting with lines of improvement reaching to Memphis, where will the fertilizing and enriching streams of trade and travel, which will flow through these channels, be chiefly felt ? I ask gentlemen to consider this matter. Internal improvements can produce no other effect on agriculture within the State, than to enhance the value of its products in proportion as the cost of transportation is diminished. And hence, with equal fertility of soil, Eastern agriculture must always be more profitable than that of the West, because the tax on transportation must be less. It is true that these improvements will develop the resources and increase the wealth of the West ; but every increase of Western

production will proportionally increase Eastern trade, manufactures and commerce. This would be the case if the lines of internal improvement should give vent only to the productions of our own West; but when those lines are extended into the great valleys of the Ohio and the Mississippi, the two broad and deep currents of trade which will flow through Virginia, will make their golden deposits on the shores of the East. Commerce, based not only upon the trade of Western Virginia, but of a Western world, will be found in the East,—a commerce which will be engaged in exporting the vast products of two great valleys, watered by the Ohio and the Mississippi, and likewise in importing for the millions of the West the products and manufactures of other climes. And what is commerce? She is the receiver of heavy tolls on the products of labor; and the experience of the world has shown that these tolls are greater than the profits of labor. Look at New York and Boston. How have the population and wealth of those cities risen or fallen according as they have felt or lost the magic power of Western trade? in 1816, the real estate of New York was valued at eighty-two millions; in 1825, at one hundred millions; (in 1825 the Erie canal was opened,) between 1825 and 1835, her population was doubled; and her real estate rose in value to two hundred and eighteen millions: from 1835 to 1841, her population and wealth increased  $9\frac{1}{2}$  per cent annually in despite of the great fire of 1835, and the financial derangements of 1836, '37 and '38. In 1841, the Great Western railway was opened to Boston. Between 1841 and 1846, New York population increased only  $1\frac{1}{2}$  per cent., and her wealth decreased  $1\frac{1}{2}$  per cent. During the same period Boston increased in population from 93,000 to 115,000, and in the value of her real estate, from ninety-eight millions to one hundred and thirty-five millions. Similar will be the developments in Eastern Virginia, if she ever taps the great reservoirs of Western trade. Manufactures will also spring up in her midst to supply the great consuming West. Capital will be centred here to give life and energy to commerce and manufactures. The agriculture of the East will be improved—her worn out soils will be revived and made productive. Her white population is already increasing, and the future will disclose a new, a brighter era in Eastern prosperity. Such is the prospect which opens upon the fond vision of every Virginian. Our hearts leap up with gladness when we contemplate the rising glories of Eastern prosperity. It is our earnest desire that the vision shall become a reality. We are identified with the East in sympathy and feeling—we take pride in her glorious memories—we love her high-toned, honorable character—we cling with instinctive affection and veneration to Virginia, the beneficent and noble mother of us all.—*Mr. Sheffey's Speech.*



## OLD POINT.

Old Point Comfort, the location of Fort Monroe, distant 16 miles from Norfolk, is a very popular place of resort during the summer months; and its celebrity and popularity as a watering place are justly merited. The fortifications here are upon a truly grand scale. The strength, beauty and extent of the establishment, and its peculiar adaptation to the important purposes of the national defence, combine to render it the most important fortress and military station in the Union; indeed, it is among the greatest in the world. At a distance of 1900 yards from Fort Monroe is *Castle Calhoun*, or the *Fortress of the Rip Raps*, situated upon an artificial island, made by throwing over rocks, at a depth of 20 feet. "The two forts would present immense batteries of cannon at an approaching hostile ship."

The entire Hotel establishment at Old Point has been purchased by Messrs. Mehaffey, of the Gosport Iron Works, J. P. Reynolds of Portsmouth, and J. C. Weston of Norfolk county. The new proprietors have remodelled and enlarged the buildings, combining architectural beauty with great comfort and convenience. Other improvements are contemplated, which, with its central location, its "abundant luxuries daily spread for the enjoyment of its guests," its bracing baths and invigorating sea-breezes, will render it perhaps the most attractive place of resort for health and pleasure in the Union.

Messrs. Beverly Tucker of Washington, D. F. Keeling of Norfolk, and Geo. Booker of E. City co., have received a grant from the Secretary of War, to erect a large and elegant hotel at Old Point. So popular is this place of resort, that during the present season, very many have been necessarily turned away from the extensive establishment of Messrs. Reynolds & Co.

## HAMPTON.

This healthful and pleasant town is distant 18 miles from Norfolk, and 2½ from Old Point. Hampton is also much resorted to for health and recreation. Several of its enterprising citizens have erected large and convenient places of accommodation for visitors. It has all the advantages of salt-water bathing and fishing; presents a neat and flourishing appearance, and contains many public spirited and patriotic citizens. Visitors to this agreeable town, always meet with true Virginia hospitality, and leave with a most favorable impression with regard to its present condition and prospects for future advancement.\*

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\* A more extended description of Old Point and Hampton, with some historical remarks concerning these two places of attraction, will be found in the History of Norfolk and vicinity.

## CALENDAR FOR 1851.

Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,
JULY.	SEPTEMBER.	NOVEMBER.			
1 2 3 4 5	1 2 3 4 5 6	2 3 4 5 6 7 8			
6 7 8 9 10 11 12	7 8 9 10 11 12 13	9 10 11 12 13 14 15			
13 14 15 16 17 18 19	14 15 16 17 18 19 20	16 17 18 19 20 21 22			
20 21 22 23 24 25 26	21 22 23 24 25 26 27	23 24 25 26 27 28 29			
27 28 29 30 31	28 29 30	30			
AUGUST.	OCTOBER.	DECEMBER.			
1 2	1 2 3 4	1 2 3 4 5 6			
3 4 5 6 7 8 9	5 6 7 8 9 10 12	7 8 9 10 11 12 13			
10 11 12 13 14 15 16	12 13 14 15 16 17 18	14 15 16 17 18 19 20			
17 18 19 20 21 22 23	19 20 21 22 23 24 25	21 22 23 24 25 26 27			
24 25 26 27 28 29 30	26 27 28 29 30 31	28 29 30 31			
31					

## 1852.—LEAP YEAR.

Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,	Saturday, Friday, Thursday, Wednesday, Tuesday, Monday, Sunday,
JANUARY.	APRIL.	JULY.		OCTOBER.	
1 2 3	1 2 3	1 2 3		1 2	
4 5 6 7 8 9 10	4 5 6 7 8 9 10	4 5 6 7 8 9 10		3 4 5 6 7 8 9	
11 12 13 14 15 16 17	11 12 13 14 15 16 17	11 12 13 14 15 16 17		10 11 12 13 14 15 16	
18 19 20 21 22 23 24	18 19 20 21 22 23 24	18 19 20 21 22 23 24		17 18 19 20 21 22 23	
25 26 27 28 29 30 31	25 26 27 28 29 30	25 26 27 28 29 30 31		24 25 26 27 28 29 30	
FEBRUARY.	MAY.	AUGUST.		NOVEMBER.	
1 2 3 4 5 6 7	2 3 4 5 6 7 8	1 2 3 4 5 6 7		1 2 3 4 5 6	
8 9 10 11 12 13 14	9 10 11 12 13 14 15	8 9 10 11 12 13 14		7 8 9 10 11 12 13	
15 16 17 18 19 20 21	16 17 18 19 20 21 22	15 16 17 18 19 20 21		14 15 16 17 18 19 20	
22 23 24 25 26 27 28	23 24 25 26 27 28 29	22 23 24 25 26 27 28		21 22 23 24 25 26 27	
29	30 31	29 30 31		28 29 30.	
MARCH.	JUNE.	SEPTEMBER.		DECEMBER.	
1 2 3 4 5 6	1 2 3 4 5	1 2 3 4		1 2 3 4	
7 8 9 10 11 12 13	6 7 8 9 10 11 12	5 6 7 8 9 10 11		5 6 7 8 9 10 11	
14 15 16 17 18 19 20	13 14 15 16 17 18 19	12 13 14 15 16 17 18		12 13 14 15 16 17 18	
21 22 23 24 25 26 27	20 21 22 23 24 25 26	19 20 21 22 23 24 25		19 20 21 22 23 24 25	
28 29 30 31	27 28 29 30	26 27 28 29 30		26 27 28 29 30 31	

## SUNDAYS IN 1851.

July	6 13 20 27	October	5 12 19 26
August	3 10 17 24 31	November	2 9 16 23 30
September	7 14 21 28	December	7 14 21 28

## 1852

January	4 11 18 25	July	4 11 18 25
February	1 8 15 22 29	August	1 8 15 22 29
March	7 14 21 28	September	5 12 19 26
April	4 11 18 25	October	3 10 17 24 31
May	2 9 16 23 30	November	7 14 21 28
June	6 13 20 27	December	5 12 19 26

## ALPHABETICAL LIST OF STREETS,

WITH THEIR REATIVE POSITIO N.

- 
- AMELIA, runs north from Bute, at the western terminus of Charlotte, and northern terminus of Boush.
- AVON, runs north from Cove, between Catharine and Cumberland.
- BANK, runs north from Main, near Market Sq.
- BERMUDA, runs east from Church, near Main.
- BOTETOURT, crosses Freemason, Bute and York, near their western termini at Smith's Point.
- BOUSH, (1st) runs north from the river, crosses Washington and Freemason, and terminates at Bute, opposite Amelia.
- BOUSH, (2d) runs southeast from Church, nearly opposite the eastern terminus of Queen.
- BOUSH, (3d) runs east from Church, next below the Princess Anne Road.
- BREWER, runs north from Wolfe, between Catharine and Granby.
- BROWN, runs west from Princess, nearly opposite the western terminus of Dartmouth.
- BUTE, runs west from Church, between Charlotte and Queen, and terminates at the river, (Smith's Point.)
- CALVERT, (1st) runs north from 2d Boush, near Church.
- CALVERT, (2d) runs east from N. Church, below 3d Boush, near P. A. Road.
- CATHARINE, runs northeast from Bank, at the City Hall Square, and terminates at Queen.
- CHAPEL, runs north from Bermuda, near Fenchurch, and terminates at Wood.
- CHARLES, runs north and south, crossing P. A. Road, 3d Boush and 2d Calvert sts., east of N. Church st., between Wide and Sayer.
- CHARLOTTE, runs west from Fenchurch, between Freemason and Bute, and terminates at Amelia. (To be extended eastwardly to Chapel.)
- CHURCH, runs north from the river, and extends through the city to the northern boundary.
- COMMERCE, runs southwest from Main, west of Roanoke Square, and terminates at the river.
- CONCORD, runs north from Main, next east of Granby.
- COURTNEY, runs east from Granby, next below Wolfe.
- COVE, runs east from Catharine, at City Hall Square, and terminates at Fenchurch.
- CROSS, (2d) crosses Holt, Mariner and Falkland, east of Chapel.
- CROSS, (3d) crosses Holt, Mariner and Falkland, east of 2d Cross, on Briggs' Point.
- CUMBERLAND, runs north from Cove, near Church, to Cedar Grove Cemetery.
- DARTMOUTH, runs west from Amelia, near Queen, to Princess.
- DENBY, runs west from Church, near Princess Anne Road.
- DUKE, runs north from the river to the southern terminus of Princess, at Bute.
- DUNMORE, runs north from the river to York, crossing Freemason and Bute, between Botetourt and Yarmouth.
- EAST, runs south from Bermuda to Main.

**FALKLAND**, runs east from Fenchurch to Newton's Creek, intersecting Chapel and Cross, north of Mariner.

**FAYETTE**, runs south from Main, west of Granby, and terminates at the river.

**FENCHURCH**, runs north from Main, above Church, and terminates at Wood.

**FOX**, runs west from Church, below Bute, and ends at Cumberland.

**FREEMASON**, runs east from Church, through to the river at Smith's Point.

**GRANBY**, runs north from Main to Bute, between Brewer and Boush. (Will probably be continued to Widewater.)

**GRAY**, runs north from Main, above Bank.

**HAWK**, runs north from Bute, between Cumberland and Upper Union, and ends at the wall of Cedar Grove Cemetery.

**HILL**, extends from Bank to Talbot, near Main.

**HOLT**, runs east from Church, below Mariner, and terminates at Noe's Bridge, Newton's Creek.

**JAMES**, runs north from Bute, west of Brewer, and terminates at Armistead's Bridge.

**JEFFERSON**, is parallel with, and on the west of the upper portion of Cumberland, and terminates at the Cemetery.

**KELLY**, extends from Fayette, west to the water at Town Pt., crossing lower Washington, between Main and Widewater.

**LANDING**, runs north and south, crossing P. A. Road, 3d Boush, and 2d Calvert, next east of Sayer.

**LEE**, runs west from Fayette, south of Widewater.

**LIBERTY**, runs westerly from Hawk, above Queen, and extends to the cove on the west of James, near Scott.

**LITTLEWATER**, runs westerly from Market Square, to Woodside's Lane.

**MAIN**, runs easterly from the river, through the city, to the Draw Bridge.

**MARINER**, runs east from Church, below Freeman, and terminates at Newton's Creek, (Briggs' Pt.)

**MARSH**, extends east from Fenchurch at Cove, to Chapel.

**MATHEWS**, intersects W. Widewater on Town Point.

**MOSELEY**, runs east from Church, above Queen, and extends to Newton's Creek.

**NEW**, extends from Brewer to James, between Bute and Queen.

**NEWCASTLE**, extends from Main, near the Draw Bridge, to Widewater.

**NEWTON**, runs north from 2d Boush, east of Church, and terminates near the southern terminus of Wide.

**NICHOLSON**, runs N. E. from Church to Cumberland, north of Queen. (Its location not yet satisfactorily defined.)

**NORTH FIRST**, runs west from Hawk, between Queen and Liberty.

**PARKER**, at Town Point, lies north and south, forming a right angle with W. Widewater.

**PLUME**,\* from Addington's to Mitchell's Lane, between Main and Cove.

**PRINCESS**, runs north from Bute, at the northern terminus of Duke, crossing York and ending at Smith's Creek.

**QUEEN**, runs west from Church, north of Bute, and terminates at Amelia.

**ROANOKE**, from Widewater south between Campbell's Wharf and Roanoke Square.

**SALTER**, is parallel with, and on the west of Jefferson, and terminates at Cedar Grove Cemetery.

**SAYER**, runs north and south, crossing P. A. Road, 3d Boush, and 2d Calvert, next east of Charles.

**SCOTT**, runs west from Hawk, north of Liberty, to the cove west of James.

**TALBOT**, from Main, near Market Square, to City Hall Square.

**TAZEWELL**, runs west from 1st Boush, near its southern terminus.

**THOMAS**, runs south from Freeman, near Botetourt.

**TRIPOLI**, runs south from Wolfe, west of the bridge, to Courtney.

**UNION**, (upper) runs north from Bute, near Church.

**UNION**, (lower) runs east from Market Square, between Main and Widewater, crossing Taylor's Lane.

**VIRGINIA**, runs east from Chapel, south of Holt.

**VOSS**, runs north from Queen, near its western terminus.

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\* On Ridley's Chart of the city, Plume is represented as extending from Talbot st. to Metcalf's Lane.

WASHINGTON, (upper) runs west from Granby, near Wolfe, and ends at Duke.

WASHINGTON, (lower) runs south from Main, near Town Pt., and extends across Widewater to the river.

WIDE, runs north and south, crossing P. A. Road, 8d Boush and 2d Calvert, next east of Church.

WIDEWATER, runs east from the river at Town Pt., and extends through the lower portion of the city to the Draw Bridge.

WILLIAMS, extends from Bank to Addington's Lane. (Southern boundary of the City Hall Square.)

WILLIAM, runs north from Main, west of Granby.

WOLFE, runs west from Cumberland, between Cove and Freemason, and terminates at Granby.

WOOD, runs southeast from Church, near Bute, and extends to the Creek.

YARMOUTH, lies north and south, crossing Freemason, Bute and York, west of Duke and Princess.

YORK, extends west from Amelia, north of Bute, and terminates at the river at Smith's Point.

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#### THE STREETS, CITY LIMITS, &c.

Some of the streets lie very nearly north and south, and others nearly east and west; while many of them deviate considerably from those points. The general direction, however, of nearly all of them is northerly and southerly, or easterly and westerly; therefore, the terms used in designating their location and relative position, will, it is believed, answer the purpose for which they are intended.

Some of them have not been opened, while the sites and boundary lines of others have not been exactly defined. The location of *Nivison st.* is from Newton's Wharf, on the south of Drummond's property, east to Church st., in the rear of the Custom House lot.

There is a site for a street between Hawk and Cumberland, north of Queen; another between Salter and James, and nearly on a line with Brewer; these, with Jefferson and Salter, should be extended southwardly to Queen. There are sites for four north of, and parallel with Scott, extending west from Hawk, and crossing Cumberland, Jefferson, &c., at right angles; for one between Queen and North First, (the five last named should be extended east across Church,) and another crossing Nicholson, between Church and Upper Union sta. It is intended to open a street from Main, near East st., to Widewater; Avon may probably be continued through from Wolfe to Freemason. The proprietor of the property on the west of James, above Scott, intends to open several new streets at that location.

James st. will probably, at some future day, be opened south to Freemason, between Brewer and Granby, whence to Wolfe there is the site or location for a street, which might, in time, be continued through, and connect with Gray; thus opening a communication from Main to the northern boundary. It would contribute to the public convenience to open a street from the eastern terminus of Liberty to the western terminus of Moseley at Church, thus forming another direct thoroughfare through the city from west to east.

There is another site for a street, east from Church, near Nicholson, and for another west from Granby, near Main, opposite Barraud's Court, forming an angle with William. It was formerly intended to connect this with Plume. The site of another st. is north from Main, at its extreme western terminus. This may, at a future time, be continued to Boush. It appears that there is also a site for a street from Catharine at Cove, west, to the southern terminus of Boush. The Editor of the Beacon, (Aug. 3, 1840,) in an article upon the propriety of improving the property on Smith's Point, its healthfulness, fine view afforded, &c., remarks as follows:

"The street running at the foot of the Exchange Bank, and Mr. Tazewell's residence would then be opened, and the walk from Market Square, by the river side to the Point, would not consume more than five minutes."

It would add to the convenience of the public to extend Granby southwardly to Water, and northwardly to Queen, and to open a street from Main at the site of the old Court House, south to Widewater or to the river, unless Fenchurch should be extended southwardly. Courtney will probably be continued east to Catharine, and be intersected by Brewer, which could be opened to the proposed public square, in front of the City Hall, and west of Bank st. Second Cross st. is nearly on a line with East st.; and also Sayer, running south from P. A. Road, whence there may, therefore, at some future time, be a continuous thoroughfare to Main st., and, indeed, to the river, through King's Lane, which could be widened. Virginia will, probably, at no very distant period, be improved and opened eastwardly, and become, from its location, a very pleasant and agreeable street, with which Second and Third Cross sts., will form angles, if indeed they do not cross the marsh to Bermuda, like First Cross or Chapel. Freemason might be opened at a very obtuse angle to the terminus of Falkland at Fenchurch. This street (Freemason) west of the curve, near Duke, and formerly known as *Grafton*, was originally named *Knight street*.

The names of some of the streets, and many of the lanes have been changed during the last forty years. The substantial and durable style in which the labeling is now done will prevent changes of this kind hereafter, unless ordered by the Councils. Wood st. was, some years ago, known as *George st.* Washington, running west from Granby, bore for sometime the appellation of *Greenbush*. Some of the thoroughfares, as shown by the list, have two distinct names for different portions. See Duke and Princess, Boush and Amelia, Catharine and Bank, &c. In four or five cases one and the same name has been given to *two*, and in *one* case to *three streets*! See Boush, Calvert, Union and Washington. Some of the thoroughfares having been opened before the Revolution, bear the names of English nobles, princes, princesses, &c., in honor of whom they were of course named. These aristocratic titles, though not exactly agreeable to the tastes of some, nor in keeping with republican principles, may, with probably a few exceptions, remain unaltered, on account of the discrepancy which would be occasioned in regard to the recorded deeds of property, should the names be changed.

There are now about 84 streets in the city, and the sites of a number unopened some of which lie below "high water mark," and others extend in the river. There are nearly fifty lanes.

The northernmost portion of the present city limits, is near the head of Smith's Creek, on a line with upper Union street.

The easternmost portion is above the head of Newton's Creek, where the boundary line crosses the P. A. road.

The southernmost is on Higgins' wharf; and

The westernmost is at the west end of York street.

Holt street extends farther eastwardly than any street south of it, or than the two next north.

Church street has five curves, and Main but two, but the latter deviates much more from a straight line than the former. These and Widewater are the only streets that run entirely through the city.

Widewater street is about 4600 feet long, or 680 feet less than a mile.

Main street is about 4300 feet long, or 980 feet less than a mile.

Church street is 6400 feet long, or 1120 feet more than a mile.

Queen and W. Bute streets lie nearly east and west.

Voss, Amelia, Yarmouth, Dunmore and Botetourt, run very nearly north and south.

A line drawn through the centre of Amelia, passes nearly south through Market Square; a line from the gate of Cedar Grove Cemetery, south, crosses Talbot's wharf, near Newcastle street; and a line drawn east from the west end of Main street, will pass between the eastern termini of Holt and Mariner.

The distance from the Stone Bridge, eastwardly to the cove at Chapel street, is only 2400 feet—the length of the canal, intended at one time to be cut from these two places—and an admirable improvement it would have been.

The greatest distance from the western to the eastern limits of the city, is about 7200 feet, or 600 feet more than one mile and a fourth.

The longest distance from the northern to the southern boundary, is 6600 feet, or one mile and a quarter.

The centre of the present city limits is near the location of the African Baptist Church (old Presbyterian building,) at the corner of Charlotte and Catharine streets. The situation of the City Hall is about as central as could have been chosen, with regard to *population*.

ALPHABETICAL LIST OF LANES.

- Addington's*, from Main to Cove street, between Church and Bank.  
*Archer's*, from Main to Bermuda street, near their eastern termini.  
*Balsom's*, west from Church street, north of Charlotte.  
*Barry's*, south from Williamson's, east of Avon.  
*Bonsal's*, from Main street, head of Market Square, to Hill street.  
*Bouak's*, from Main street to Union, between Church street and Market Square.  
*Calvert's*, from Main to Widewater street, east of Church.  
*Capron's*, from Main street, west of Dodd's, north to the Cove.  
*Carter's*, (very narrow) from Cumberland street, north of Williamson's, to Avon street.  
*Cooper's*, from Catharine street, south of Wolfe, west to the marsh.  
*Dodd's*, from Main, near Commerce street, north to the cove.  
*Foster's*, from Main, near East street, to Widewater.  
*Freeman's*, from Church street to Yaxley's Lane, between Main and Bermuda sts.  
*Galt's*, east from Boush, near Freemason.  
*Gatwood's*, east from Catharine to Avon, between Williamson's and Cove street.  
*Gray's*, west from Duke, near Washington.  
*Hartshorn's*, south from Holt, near Noe's bridge.  
*Holt's*, from Main, south to Southgate's wharf; lies between Commerce street and Woodside's.  
*Hutchings'*, from Main to Widewater street, near Newcastle.  
*King's*, from Main, near East street, to Widewater.  
*Loyall's*, from Main to Widewater, west of Church street.  
*McPhail's*, from Reid's Lane to Taylor's Lane, between Main and Union.  
*Magazine*, from Queen, near Voes, north to a cove.  
*Marsden's*, from Main to Union street, between Loyall's and Boush's.  
*Martin's* runs north from Main, near Granby street, to the cove.  
*Merchant's*, from Main to Widewater street, west of Hutchings'.  
*Metcalf's*, from Main street, west of Church, to Cove street.  
*Mitchell's*, from Main street, west of Metcalf's, to Cove street.  
*Mutual*, west from upper Union, near Bute.  
*Newton's*, from Union street, near Market Square, south to Widewater street, and thence towards the river; extends also north from Union, but not through to Main.  
*Norton's*, from Main north, between Gray street and Dodd's lane, to Back Creek.  
*Plume's*, north from Main, near its western terminus, to the creek.  
*Proby's*, extends east from Church street, north of Freemason.  
*Reid's*, \* from Main, east of Church street, to the river.  
*Rhead's*, west from Church street to Loyall's lane, between Main and Union streets.  
*Rothery's*, from Main, east of Commerce street, to Rothery's wharf.  
*Ryan's*, from Marsh street, near Chapel, to Bermuda.  
*Smith's*, from Main to Bermuda, between Church and East street.  
*Taylor's*, from Main, east of Reid's, to Union.  
*Valentine's*, from Calvert's, east, between Main and Union streets.  
*Williamson's*, from Catharine to Cumberland street, between Cove and Wolfe streets.

\* This lane is opened no farther than to Widewater street; according to the charts of the city, it should extend to the river.

*Woodside's*, from Main street, west of Holt's, to Woodside's wharf.  
*Yazley's*, from Main street, east of Church, to Bermuda.

## COURTS.

*Allyn's Court*, north from Marsh street, between Fenchurch and Chapel.  
*Barraud Court*, east from Granby street, south of the Stone Bridge, to Martin's lane.  
*Hartshorn's Court*, south from Holt, near its eastern terminus.  
*Reardon Court*, south from Wolfe, between Cumberland and Avon.  
*Ridley's Court*, south and west from Fox street, near Cumberland.  
*Stone's Court*, south from the eastern terminus of Bermuda.

## SQUARES, &amp;c.

*Academy Square*, bounded north by Charlotte, east by Cumberland, west by Catharine st., and south by a line running from Catharine to Cumberland.  
*City Hall Square*, bounded by Bank, Cove, Talbot and Williams st.  
*Market Square*, south from Main to Widewater,—north of the Ferry Wharf and County Dock.  
*Roanoke Square*, from Main street, near Market Square, south to the head of the Dock.  
*Holly Place*, west side of James st., north of Scott.  
 The triangular lot formed by the intersection of Granby, Bute and Charlotte sts., may, possibly be appropriated to the use of the public.  
 Preliminary measures have been taken with regard to the filling up of Back Creek, and establishing a public square between Bank and Granby sts., west of the City Hall Square.

## WHARVES.

*Allmand's Wharf*, Town Point, south of the west end of Widewater st.  
*Archer's*, east of Church st., next above Soutter's.  
*Butler & Camp's*, west of the south end of Commerce street.  
*Campbell's*, south of Widewater street, west of the County Dock, and at the south end of Roanoke street.  
*City Ferry*, east of Church street, above Nash's ship yard.  
*Colley's* east of the south end of Church street.  
*Corporation*, Town Point, north of Allmand's.  
*Do.* east of Mathews street, at the Tobacco Warehouse.  
*County*, south of Market Square.  
*Ferry*, south of Market Square.  
*Ferguson & Milhado's*, east of Fayette street between Tunis's and Woodside's.  
*Gordon's*, at Fort Norfolk.  
*Hardy's*, west of Kelly street.  
 " at west end of Widewater street.  
 " west of Matthews, next east of Allmand's.  
*Higgins's*, near the south end of Newcastle street, next below Talbot's.  
*Hunter's*, end of Newcastle street, near the Draw Bridge.  
*India*, south of Main street, at its east end.  
*Maitland's*, next west of Hunter's.  
*McIntosh's*, south end of Fayette street.  
*McPhail's*, next west of Washington street.  
*Maxwell's*, south of Roanoke Square, east side.  
*Myers's*, next east of Commerce street.  
*Nash's*, east of Church, next above Colley's.  
*Newton's*, south of Market Square, below Widewater street, opposite Campbell's.  
*Rothery's* south end of Rothery's lane.



*Rowland's*, south of Roanoke square, west side, and east of Rothery's.  
*Schliecker's*, south of Roanoke Square, below Maxwell's.  
*Southgate & Dickson's*, next west of the southern terminus of Church street.  
*Southgate's*, next east of Woodside's.  
*Soutter's*, next west of Wills' and east of Newton's.  
 " east of Church street, next west above City Ferry.  
*Talbot's* next east of Higgins'  
*Tunis'*, next west of Ferguson & Milhado's  
 " next west McIntosh's,  
*Wills'* next west of Southgate and Dickson's.  
*Woodside's*, end of Woodside's lane, next east of Ferguson & Milhado's.  
*Wright's*, opposite south end of King's lane above Archer's.

*List of the Wharves, in the order in which they lie, commencing at Town Point.*

Hardy's, do., Corporation, H. Allmand's, Hardy's Corporation, McPhail's, Tunis', McIntosh's, Tunis', Ferguson & Milhado's, Woodside's, Southgate's, Butler & Camp's, Myers', Rothery's, Rowland's, Maxwell's, Schliecker's, Campbell's, County, Ferry, Newton's, Soutter's, Wills', Southgate & Dickson's, Colley's, Nash's, City Ferry, Soutter's, Archer's, Wright's, Higgins', Talbot's, do., Maitland's, Hunter's, India.

The outward line of the wharves from the extreme end of Town Point to the Draw Bridge, forms a tolerably regular curve, equal to about one fourteenth of the circumference of a circle.

BRIDGES.

*Armistead's Bridge*, over Smith's Creek, at the northern terminus of James street.  
*Drummond's Bridge*, over Smith's Creek, at the northern terminus of Botetourt street.  
*Noe's Bridge*, over Newton's Creek, from the eastern terminus of Holt street.  
*Norfolk Draw Bridge*, over the eastern branch of Elizabeth River, from the eastern terminus of Main street to Great Bridge road.  
*Stone Bridge*, over Back Creek, Granby street, between Wolfe and Main.

There was formerly a wide and substantial bridge from Smith's Point to Old Fort Norfolk. It was nearly destroyed by the storm of '21, and scarcely a vestige of it has been seen within 25 years. A bill was recently passed in the House of Delegates, authorizing James Gordon Jr., and others, to construct a bridge across Smith's creek, from the western terminus of York street, to the lands of John G. Colley on the opposite side, in the county.

There was also a bridge from the eastern terminus of Mariner street, over Newton's Creek. It was built for the convenience of persons attending the races.

A bill will be presented in the next Assembly, relative to the construction of a free bridge across the Eastern Branch.

CANALS.

On some of the old plans of Norfolk, there is a site for a canal, extending from the bridge on Wolfe street, southwardly to the site of a street, extending from Granby to Bank. The expedience and benefit of a canal from the Stone Bridge on Granby through to the cove on the east of Chapel, was urged twenty years ago, by persons of sound judgment, as greatly preferable, in view of draining &c., to the plan since adopted of filling up entirely the marsh lots. A large sewer will probably be necessary to drain the lots in the vicinity of Avon street.

POINTS.

*Briggs' Point*, east from Chapel street to Newton's Creek, and south from Falkland to a cove.  
*Smith's Point*, from Yarmouth street west, and from Smith's Creek south, to the river.

*Town Point*, west from Fayette street, and south from Main to the river.

*Washington Point*, (across the river,) south of Norfolk and east of Portsmouth, formed by the confluence of the Elizabeth and its Southern Branch.

### CEMETERIES.

*Catholic Cemetery*, southeast corner of Chapel and Holt streets.

*Cedar Grove Cemetery*, northern terminus of Cumberland.

*Elm Wood Cemetery*, (now being enclosed,) west side of Smith's Creek, north of Cedar Grove Cemetery.

*St. Paul's*, on Church and Cove streets, east of Cumberland.

*Hebrew*, on Washington Point.

*Potter's Field*, north of Cedar Grove Cemetery, head of Smith's Creek.

### FIRE WARDS.

No. 1.—Is bounded on the west by a line running through the centre of Catharine and Jefferson streets to the northern boundary, and on the south by a line running through the centre of Cove and Marsh streets to Newton's Creek.

No. 2.—Is bounded on the east by the line through Catharine and Jefferson, and on the south by a line extending west through Cove from Catharine street.

No. 3.—Is bounded north by the line extending west from Cove street at Catharine, and on the east by a line through the centre of Bank street, and through Market Square between the west side and the Market House.

No. 4.—Is bounded north by the line extending east, through Cove and Marsh streets, and on the west by the line running through Bank street and Market Square.

### REGULATION FOR RINGING THE CITY BELL IN CASES OF FIRE.

When a fire occurs in—

Ward No. 1.—Rapid tolling and rest.

" No. 2.—Two tolls and rest

" No. 3.—Three do do

" No. 4.—Four do do

On the occasion of a fire in Portsmouth, or without the corporation limits, but in the vicinity of the city, five tolls and rest.

### ROADS LEADING FROM THE CITY.

*Fort Norfolk Road*, from the north end of James street, at the bridge.

*Great Bridge Road*, from the south end of the Norfolk Drawbridge.

*Lambert's Point Road*, from the north end of Church street.

*Princess Anne Road*, east from north Church street, near its terminus.

### ALPHABETICAL LIST OF PUBLIC BUILDINGS\* AND OFFICES.

*Ashland Hall*, east side of Talbot street, near City Hall.

*Bank of Virginia*, north side of W. Main, corner of Gray, near Bank street.

*City Hall*, fronts Bank street, between Cove and Williams.

*City Prison*, south side of Cove, near Avon, and in rear of City Hall.

*City Gas Works*, S. W. corner of Mariner and 3d Cross streets, Briggs' Point.

*Clerk's Office*, in City Hall Square, at the southern terminus of Talbot street.

*Custom House*, S. W. corner of Widewater and Church streets.

*Exchange Bank*, west side of Catharine, near Bank streets, court in front.

*Farmers' Bank*, west corner of Maine and Bank streets.

*Female Orphan Asylum*, southwest corner of Holt and 3d Cross streets.

*Franklin Savings Bank*, No. 42, west side of Bank.

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\* A description of the public buildings will be given in the "Sketches of History."

*Lancasterian School House*, southwest corner of Fenchurch and Holt.  
*Magazine*, east side of Smith's Creek, near the west wall of Cedar Grove Cemetery.  
*Market House*, Market Square, Union to Widewater sts.  
*Masonic Hall*,\* east side of S. Church, between Cove and Bermuda.  
*Mechanics' Hall*, south side of Main street, between Market Square and Church st.  
*Merchants' and Mechanics' Savings Bank*, No. 26 Bank street.  
*Military Hall*, east side of Talbot street, near City Hall Square.  
*Norfolk Alms House*, head of Smith's Creek, near northern boundary, and north-east of Cedar Grove Cemetery.  
*Norfolk Military Academy*, in Academy Square, fronting Catharine and Cumberland streets—entrance on Catharine.  
*Norfolk Female Institute*, fronting Holt, corner of 2d Cross.  
*Norfolk Savings Bank*, east side of Bank, near Williams.  
*Odd Fellows' Hall*, north side of Wolfe, between Catharine and Cumberland, fronting Avon.  
*Post Office*, southeast corner of Main and Commerce streets. General Delivery, 83 Main; Boxes, 1 Commerce.  
*Register's Office*, in City Hall Square.  
*Tobacco Warehouse*, occupies the square, bounded by Widewater, Matthews, Lee and Washington sts., Town Point.

*Houses of Divine Worship and their Pastors.*

*Christ Church*, Protestant Episcopal, Rev. Geo. D. Cummins, northwest corner of Freeman and Cumberland streets, fronting on the former.  
*Cumberland Street Baptist Church*, Rev. Reuben Jones, east side of Cumberland, near Wolfe.  
*First Methodist Episcopal Church, South*, Cumberland street station, Rev. Robert Michaels, east side of Cumberland, near Cove.  
*Freemason Street Baptist Church*, Rev. Tiberius G. Jones, northeast corner of Catharine and Freeman, fronting on the latter.  
*Hebrew Synagogue*, Rabbi Reuben Oppenheimer, South Church street, entrance 187, near Widewater.†  
*Mariners' Bethel*, (unfinished—to be supplied,) north side of W. Widewater, near Fayette.  
*Methodist Protestant Church*, Rev. Wm. McGee, east side of Church, near Freeman.  
*Presbyterian Church* (old school,) Rev. Geo. D. Armstrong, east side of Church, near Holt.  
*Saint Paul's Church*, (Protestant Episcopal,) Rev. Wm. Jackson, west side of South Church, near Cove street.  
*Saint Patrick's Church*, (Roman Catholic,) Rev. A. L. Hitselberger, south side of Holt, near Chapel.  
*Second Methodist Episcopal Church, South*, Granby street station, (pewed,) Rev. J. E. Edwards, northeast corner of Freeman and Granby, fronting on the former.

*African Churches.*

*First Baptist Church*, —————, north side of Bute, near Cumberland.  
*Second Baptist Church*, Rev. Robert Gordon, northwest corner of Catharine and Charlotte sts.  
*Third Baptist Church*, Rev. John L. Diggs, west side of Hawk, near Bute.  
*Methodist Episcopal Church, South*, Rev. F. J. Mitchell, south side of Bute, opposite Union, near Church.

\* We hear that the Masonic Fraternity of this city, intend very soon to take down their Lodge on Church street, near Cove, and replace it by a large and stately building, to front on the former street, as at present.

† The erection of a beautiful Synagogue is in contemplation.

## SUNDAY SCHOOL AND LECTURE ROOMS.

*Christ Church*, south side of Freemason near Cumberland.  
*Cumberland Street Baptist*, in the rear of the church.  
*First Methodist*, Cumberland street in the basement of the church.  
*Freemason Street Baptist*, first floor or basement.  
*Mariners' Bethel*, on the basement floor.  
*Presbyterian*, in the basement.  
*Saint Patrick's*, first floor or basement room of the church.  
*Saint Paul's*, in the old church yard, fronting Church street.  
*Second Methodist*, (Freemason, corner of Granby,) in the basement.

## HOTELS.

*National*, southeast corner of Main and Church streets.  
*City Hotel*, north side of Main, west of Church street.  
*Exchange*, south side of West Main, near Granby street.  
*Union*, south side of Lower Union street, near Market Square.  
*Virginia and North Carolina*, east side of Commerce, near Main street.

## ENGINE BUILDINGS.

*Union*, on the west side of Fenchurch, near Bermuda.  
*Hope*, east side of Bank, west end of Williams, (to be removed.)  
*Ad*, corner of Talbot and Williams streets.  
*Relief*, south side of Holt, near Church street.  
*United*, south side of W. Widewater street, near Woodside's Lane.

## RELATIVE POSITION OF PUBLIC BUILDINGS &amp;c.,

IN NORFOLK, PORTSMOUTH AND VICINITY, AS SHOWN BY THEIR DIRECTION  
 FROM THE STEEPLE OF THE FREEMASON STREET BAPTIST CHURCH,  
 WHICH IS NEAR THE CENTRE OF THE PRESENT CITY LIMITS.

The directions of the different buildings &c., as given below, though not exact in every case, are sufficiently near the point stated, to afford a tolerably correct idea of their position. The given point when not exactly on a line with the object and the place of observation, is, in every instance, that from which there is the least variation.

N.—Holly Place, west of James street.  
 N. by E.—Cedar Grove Cemetery.  
 “ African Baptist Church, corner of Catharine and Charlotte streets.  
 N. N. E.—Norfolk City Almshouse.  
 N. E. by E.—Norfolk Military Academy.  
 “ African Methodist Church.  
 E. by S.—Christ Church.  
 “ Methodist Protestant Church.  
 E. S. E.—City Gas Works.  
 “ Norfolk Female Institute.  
 S. E. by E.—Catholic Church.  
 “ Herbertsville  
 “ Norfolk Drawbridge.  
 “ Female Orphan Asylum.

- S. E.—Lancasterian School.  
 “ Presbyterian Church.  
 “ Cumberland Street Baptist Church.  
 “ First Methodist Church.  
 “ St. Paul’s Church.  
 S. by E.—Odd Fellow’s Hall.  
 “ National Hotel.  
 S.—City Prison, (new.)  
 “ City Hotel.  
 “ Marine Hospital.  
 “ Mechanics’ Hall.  
 “ Custom House.  
 S. by W.—Ashland Hall.  
 “ City Hall.  
 “ Gosport Iron Works.  
 “ U. S. Navy Yard.  
 S. S. W.—Market House.  
 “ Farmers’ Bank.  
 “ Norfolk Savings Bank.  
 S. W. by S.—Virginia Bank.  
 “ Mariners’ Bethel.  
 “ Episcopal Church, Portsmouth.  
 “ Virginia Bank, do  
 “ Town Hall, do\*  
 S. W. by W.—Stone Bridge.  
 W. by S.—U. S. Naval Hospital.  
 N. N. W.—Second Methodist Episcopal Church.  
 “ Site of Old Fort Norfolk.  
 N. W. by W.—Craney Island.  
 “ Ghent.

## SPECIAL DIRECTIONS TO THE READER.

### PLAN OF LABELLING THE STREETS AND NUMBERING THE HOUSES, IN ACCORDANCE WITH WHICH THE CATALOGUE OF NAMES, RESIDENCES, &c., WAS PREPARED.

The city is laid off in north and south divisions by Freemason and Mariner streets, extending eastwardly and westwardly, and in east and west divisions by Market Square, Bank and Catharine† streets, extending northwardly from the river.

In labelling these thoroughfares and several others intersecting them, their northern, southern, eastern or western portions are designated by one of the initials of the cardinal points of the compass, as N. for north, E. for east, S. for south, or W. for west; *N. Cumberland*, for example, indicates that portion of this street which is above or north of Freemason, and *E. Queen*, that division of Queen street that lies east of Catharine.

In accordance with this arrangement, the numbers of the houses on the several streets alluded to, commence at the *division lines*, and increase therefrom, northwardly, southwardly, eastwardly or westwardly, as indicated by the letters appended to the names at the intersection—the *even* numbers being on the *right*, and the *odd* on the *left*, walking in the direction in which they increase.

\* The location of only a few of the public buildings in Portsmouth could be correctly ascertained from the position at which the points were taken; although the general direction of the greater part of them is about southwest.

† Catharine street will be continued to Jefferson, thus opening a central thoroughfare through to the Northern boundary.

On those thoroughfares (with some trifling exceptions) which do not cross the dividing lines, the numbers, of course, commence at one terminus and the direction in which they increase, and the order in which they are placed, accord with the plan adopted.

Numbers are *dropped or omitted* for the *vacant lots*, allowing about the average width for buildings, so that the proper figures may be put upon houses when erected. When more are built than are thus allowed for, fractional parts can be introduced, and when less, one or more of the numbers may be omitted without causing inconvenience or confusion.

It is quite difficult, if not almost impracticable, on account of the irregularity of the plan of the city, to have, in all cases, the corresponding odd and even numbers opposite, or nearly opposite to each other in regular rotation. On Newton's Wharf, Campbell's Wharf, Roanoke st., and Rothery's Lane, south of Widewater, where there is only space for buildings on one side, and on Barraud Court they increase consecutively.

### REMARKS UPON THE FOREGOING PLAN OF LABELLING, &c.

The advantages of this method are apparent to those acquainted with the very irregular and ever-changing plan or plot of Norfolk. The numbers being made of iron, brass, &c., are well calculated for durability, and it is desirable that the order of placing them may not be liable to frequent alterations, which would be attended with inconvenience, expense and confusion. The improvements already commenced and in contemplation, the constant and increasing addition to the number of buildings, and the occasional *extension of some of the streets*, are among the reasons in favor of the system adopted. Besides, some of the streets crossing the dividing lines, are but sparsely built upon for some distance from one or both ends; while on the larger number of them, there are houses at or near the intersections, thus affording a *starting place*, from which the numbers increase in opposite directions, so that when buildings are erected on the present unimproved portions, and upon the additions that may be made by extension, it will only be requisite to continue the numbers regularly on from the dividing lines. Since the numbering was commenced, the name of that portion\* of the main central thoroughfare, east and west, from the curve near Duke to the river, has been stricken from the list, and *Freemason* now extends to Smith's Point. Some of the principal streets have since been extended, and others will be lengthened in different directions, and of course, buildings have since been, and still are being erected in various parts of the city, yet there is no confusion in the numbering, nor any necessity for alteration. Some of the streets thus numbered may not be lengthened, it is true, for many years, if ever, but with a view to uniformity, it was deemed advisable to include these with the rest in the arrangement. This plan also shows the general direction in which the principal streets run, the relative position of the buildings, and the location of the place; and consequently increases the facility of ascertaining, on reference to the *DIRECTORY*, the exact situation of any particular house. Direction is given, for instance, to an *even* number on *W. Main st.*, it is not only obvious that the house is west of Market Square, but to one who has taken the trouble to read the explanation of the plan, that the location is on the *north* side of said street. Direction to an *odd* number on *N. Catharine*, shows the location to be on the *west* side of that street, and above or *north* of *Freemason*; so that a person in search of a building designated, can shape his course accordingly.

The names which have N. and S. appended are Chapel, Fenchurch, Church, Cumberland, Catharine, Brewer, Granby, Boush (1st), and Duke; and those which have the initials E. and W. are Widewater, † Main, Wolfe, ‡ Freemason, Charlotte, Bute, and Queen. §

\* Grafton. It has been suggested that other names should be abolished, there being, as before stated, several thoroughfares with two names, viz: Duke and Princess, Boush and Ameha, Catharine and Bank, &c.

† More properly Water st.

‡ The eastern division of this street only has as yet been improved or built upon.

§ See Remarks upon the streets, &c., page 51.

SURNAMES

IN THE GENERAL LIST WHICH HAVE THE SAME OR A SIMILAR PRONUNCIATION, BUT DIFFERENT ORTHOGRAPHY.

Adam,	Adams.	Haigh,	Hay.
Allen,	Allyn.	Hambury,	Hanberry.
Armistead,	Olmstead.	Johnson,	Johnston.
Ayres,	Ayars.	Learned	Leonard.
Baley,	Bailley.	Lee,	Leigh.
Barrett,	Barrot.	Lewis,	Louis.
Barrom,	Barron.	March,	Marsh.
Barry,	Berry.	Maurice,	Morris.
Bell,	Beall.	Mayer, Mayers,	Miars, Myers.
Bremont,	Bremond.	Millison,	Millson.
Brough,	Bruff.	Moran,	Morein.
Burroughs,	Burrusa.	Murphey,	Murphy.
Camp,	Kempe.	Owen,	Owens.
Cannon,	Kennon.	Pierce,	Pierce.
Chamberlaine,	Chamberlin.	Read, Reed,	Reid.
Cline,	Klein.	Robertson,	Robinson.
Cooper,	Couper.	Rolland, Rowland	Rulon.
Cosby,	Crosbie.	Sheild,	Shields.
Croel,	Crowell.	Tebault,	Tébo.
Dickson,	Dixon.	Wilkerson,	Wilkinson.
Dorney,	Dornin.	Wells,	Wills.
Gordan,	Gordon.		

Names, with their *common*, though, in some cases, *anomalous* and *erroneous* pronunciation.

<i>Written.</i>	<i>Pronounced.</i>	<i>Written.</i>	<i>Pronounced.</i>
Ahern,	'Hern.	Milhado,	Milladdy.
Armistead,	Armsted.	Ney	Nye.
Ayres,	Airs.	Nimmo,	Nimmer.
Bayto,	Byto.	Noe,	Nóe.
Bedout,	Bedoó.	Preus,	Prooze.
Beall,	Bell.	Ransone,	Ransom.
Bernard,	Bernárd.	Reilly,	Riley.
Bowden,	Bódn.	Rhea,	Ray.
Bremont and Bremond, Brimmo.		Rólland,	Rólong.
Bressie,	Brasy.	Sarlouis,	Sarlooe.
Brough,	Bruff.	Saunders,	Sanders.
Burroughs,	Burrusa.	Schwarzkopf,	Swoscof.
Callia,	Kellis.	Schleigh,	Sly.
Camp,	Kemp.	Schliecker,	Slicker.
Campbell,	Cammel.	Schisano,	Skessano.
Outherell,	Cútrell.	Sheild,	Sheels.
Dey,	Dye.	Shildeshim,	Shildahim.
Didymus,	Titmouse.	Soutter,	Soóter.
Doudge,	Dozier.	Stahl,	Stall.
Dunstan,	Dunson.	Steunagel,	Stunaggle.
Feret,	Ferry.	Stump,	Stump.
Geay,	Jay.	Tebault,	Tébo.
Ghiselin,	Geezlin.	Thorpe,	Trap.
Graham,	Grayum.	Umstadter,	Umstadder.
Guild,	Guiled.	Vaughan,	Vaun.
Guyot,	Gyo.	Walters,	Wátters.
Johnston,	Johnson.	Whitlock,	Whitlock.
Klein,	Cline.	Woodhouse,	Woodús.
Lapelouse,	Laploose.	Woodward,	Woodard.
Leigh,	Lee.	Zantzinger,	Zanzinger.
Mayer,	Myers.		

## A SUPPLEMENT TO THE DIRECTORY,

Containing a careful statement of the removals and changes of the merchants, house-keepers, officers, &c., will be issued in the early part of next year.

~~It~~ The list of names, residences, &c., having been completed before the numbers had all been put upon the houses, the wrong figures may, in a few cases, appear in the catalogue. All the requisite numbers had, however, been provided, and the work was progressing before the names were taken. If the wrong numbers in any instances, are given, no great inconvenience can result from the discrepancy.

Much more time and trouble were necessary to have the numbering done in a permanent, substantial, and satisfactory style, than may have been imagined; hence the unavoidable delay in accomplishing that tedious job, as well as in finishing the manuscript for the Directory.

## ABBREVIATIONS USED IN THIS WORK.

N. north; E. east; S. south; W. west; Cath. Catharine; Charl. Charlotte; Ch. Church; Cumb. Cumberland; bldg. building; be. between; bds. boards; col. colored; com. commission; cor. corner; h. house; la. laborer; l. lane; manuf. manufactory; mercht. merchant; off. office; op. opposite; r. residence; sq. square; st. street w. widow; whf. wharf.

## SEE ADVERTISING DEPARTMENT,

For Cards and Advertisements, of Merchants, Traders, Mechanics, Companies, Manufacturers, &c.



## ALPHABETICAL LIST OF NAMES,

WITH THE

OCCUPATION, PLACES OF BUSINESS, AND RESIDENCES OF HOUSE-KEEPERS, MERCHANTS, &amp;c., &amp;c.

See Plan of Labelling and Numbering, List of Streets and Lanes, Abbreviations and Surnames.

## A.

- Abbot Peter, mariner, r. 35 Nicholson.  
 Absalom E. boot and shoe maker, 15 E. Widewater, r. 63 N. Catharine.  
 Adam Jas. bread and cake bakery, 46 E. Main.  
 Adams Baley, h. carpenter, 7 N. Fenchurch.  
 Adams John, h. carpenter, 4 W. Bute.  
 Addington Mrs. F. W. w. 59 S. Fenchurch.  
 Addington Rev. J. C. teacher, 40 S. Cumb.  
 Addington Wm. H. ladies' shoe saloon, 49 E. Main.  
 Addison Jacob, wood cutter, Holly Place.  
 Allen E. blacksmith, 27 E. Widewater, r. 106 S. Ch.  
 Allen Mrs. Frances, w. 8 Marsh.  
 Allen R. shipwright, r. 63 N. Cumb.  
 Allen T. D. wood merch't and proprietor of carts and wagons, off. 27 East Widewater, r. 61 Bermuda.  
 Allen Capt. W. mariner, r. 10 Bermuda.  
 Allmand Chas. r. 28 Bermuda.  
 Allmand H. com. merchant, 81 W. Widewater, Town Point, bds. at National Hotel.  
 Allmand Mrs. Margaret, w. 30 S. Boush.  
 Allyn J. T. 15 N. Cath.  
 American N. confectioner, 52 S. Church.  
 Anderson & Bro. ship-joiners, 40 E. Widewater.  
 Anderson A. A. gas fitter, r. 10 N. Chapel.  
 Anderson Mrs. Eliza, w. 68 S. Ch.  
 Anderson G. F. com. merchant, 1 Rothery's Whf. corner Rothery's l., r. 16 Holt.  
 Anderson T. mer. tailor, 21 W. Widewater.  
 Anderson J. R. h. carpenter, 5 Holly Place.  
 Anderson Richard, ship-joiner, r. 60 E. Bute.  
 Andrews Dr. T. F. 65 E. Main.

Angel N. S. sail-maker, r. 28 S. Fenchurch.  
 Anson, Thos. grocer, 46 W. Widewater.  
 Anthony A. clothing store, 26 W. Widewater.  
 Applewhaite, Miss J. 46 W. Freemason.  
 Applewhaite R. H. h. carpenter, r. 3 Bermuda.  
 Arbuthnot J. agt. Phoenix Fire Insurance Co. of London, 72 N. Cumberland.  
 Archer Mrs. A. mantuamaker, 16 Bank.  
 Archer Mrs. Elizth. 60 N. Fench.  
 Archer Wm. boat builder, r. 76 York.  
 Armer Capt. B. mariner, 71 S. Church.  
 Armistead C. G. 124 W. Bute.  
 Armistead Mrs. J. T. w. 124 W. Bute.  
 Armistead T. Newton, 124 W. Bute.  
 Armistead Wm. (col'd) victualler, 16 Loyall's l.  
 Armstrong Capt. Wm. M., U. S. N., r. 120 W. Bute.  
 Arnott H. baker, at Harris', r. 20 Dodd's l.  
 Ashley Mrs. E. w. 24 Cove.  
 Ashley Wm. P. h. carpenter, 39 S. Ch.  
 Ashlock Mrs. E. w. 21 E. Bute.  
 Ayars M. grocer, r. 2 Holt.  
 Ayres Jno. h. carpenter, 23 N. Church.

## B.

Babbington Miss M. 4 Proby's l.  
 Bacon W. 9 Allyn's Court.  
 Bagley Mrs. — w. 79 N. Ch.  
 Bagley Jas. R. merchant, bds. at Mrs. Emerson's, 53 E. Main.  
 Bagley Capt. J. R. wharf builder, r. W. Main, lot in front.  
 Bagnall H. B. Tazewell st. near S. end Boush.  
 Bagnall R. M. bds. at City Hotel.  
 Bagnall W. D. clk. at Virginia Bank, r. 35 S. Cath.  
 Bailey Mrs. M. w. 15 Talbot.  
 Bain Chas. N. coach trimmer, r. 76 Bermuda.  
 Baker I. W. cabinet maker, 49 S. Cath. r. 2 Hartshorn's Court.  
 Baker Jas. notary public and general agent, off. 15 E. Widewater, r. 51 E. Bute.  
 Baker Judge R. H., r. 34 S. Boush.  
 Baker R. H. Jr., attorney at law, off. 46 W. Main, r. 34 S. Boush.  
 Baker P. (col.) painter, r. 14 W. Queen.  
 Baker Z. (col.) 6 Reardon Court.  
 Baley Jos. baker, 69 S. Ch.  
 Balfour Dr. E. O., off. 42 Market Sq. r. 116 E. Main.  
 Ballance E. wheelwright, 120 S. Ch. r. 39 W. Bute.  
 Ball Jno. grocer, 2 Metcalf's l.  
 Balls R. M. lumber merchant, Southgate & Dickson's whf.  
 Balls Wm. F. runner Exchange Bank, r. 8 W. Char.  
 Banks John, h. carpenter and lumber inspector, r. 14 S. Brewer.  
 Banks John, h. carpenter, r. 132 N. Church.  
 Barclay R. C. bookseller and stationer, 11 E. Main, head of Mark. Sq.

- Barden Mrs. M. F., w. 30 S. Ch.  
 Barker B. teacher, Odd Fellows' Hall, bds. at Mrs. Langley's.  
 Barnes Mrs. A., w. 18 Cove.  
 Barnes Anthony, grocery, 2 P. A. Road.  
 Barnes E. A. h. carpenter, r. 16 W. Charlotte.  
 Barnes Griffin, cabinet maker and turner, 55 S. Ch.  
 Barnes Jno. cooper, r. 24 N. Brewer.  
 Barnes Jos. h. carpenter, 17 Addington's l.  
 Barnes Sam'l, pilot, 30 Dodd's l.  
 Barnes S. mariner, 5 Dodd's l.  
 Barnett J. grocer, 42 W. Widewater.  
 Barrett R. J. ropemaker, for Plume & Co., r. 57 N. Fenchurch.  
 Barrett Wm. H. ropemaker at Plume's ropewalk, r. 17 N. Fenchurch.  
 Barraud Dr. D. C., r. 18 S. Granby.  
 Barraud O. B. attorney at law, commissioner in chancery, and cashr. Mer.  
     and Mech. Bank, off. 26 Bank.  
 Barrom G. A. painter, r. 9 S. Cumb.  
 Barron Capt. Samuel, U. S. N. National Hotel.  
 Barrot, E. book-keeper, Va. Bank, r. 9 E. Freemason.  
 Barry James, 25 Market Square.  
 Barry Jas. E. dealer in crockery and China ware, 25 Market Sq. cor. Union.  
 Bartee J. grocer, 83 E. Main.  
 Battley John, r. 10 Newcastle.  
 Battley Joseph F. measurer, Custom House, r. 11 Mariner.  
 Baylor & Tunstall, physicians, office 21 W. Main.  
 Baylor Mrs. Cath. B. teacher, 20 W. Freemason.  
 Baylor Dr. R. B., r. 20 E. Freemason, corner Cumberland.  
 Bayto J. segar maker, 64 S. Church.  
 Bazin Charles, cooper, 20 Littlewater.  
 Beach William, h. carpenter, r. 44 W. Charlotte.  
 Beale Albert, measurer, 15 N. Boush.  
 Beale C. H. editor Daily News, 3 Widewater, r. 98 N. Church.  
 Beall Mrs. L. w. 5 Southgate's row, E. Freemason.  
 Beane William, house and sign painter, 9 W. Main, r. over 2 Market Sq.  
 Beazley E. H. coach maker, 46 lower Union and 126 S. Church, r. 13  
     Cumberland.  
 Bedout Bonnet, variety store, 9 E. Widewater, r. 15 N. Ch.  
 Beebe T. L. boot and shoe maker, 185 S. Ch.  
 Behan James H. corner Wood and Church.  
 Bell Alexander, com. merchant, Soutter's Whf. r. 41 S. Cath.  
 Bell Mrs. Margaret, w. 15 N. Boush.  
 Bell Mrs. M. C. w. 122 E. Main.  
 Bell Thomas, h. carpenter, r. 69 E. Bute, near Church.  
 Bell D. grocer, 10 lower Union.  
 Belote J. W. painter, Southgate & Dickson's wharf, r. 8 N. Chapel.  
 Belote James L. painter, r. 7 N. Church.  
 Belote P. painter, r. 15 W. Bute.  
 Bemberry —, bds. at Mrs. Segar's.  
 Bennet J. mariner, 84 N. Ch.  
 Benson Edmund, 26 Allyn's Court.

- Benson Benjamin, mariner, 31 Williamson's l.  
 Benson Capt. J. mariner, r. 3 Virginia.  
 Benthall William, accountant, 36 Holt.  
 Berkley L. clerk, bds. at Mrs. Shuster's.  
 Bernard A. prof. of music, bds. at Mrs. Cosby's, 16 W. Main.  
 Bernard R. S. druggist, apothecaries' hall, 32 E. Main, r. 8 S. Catharine,  
 near Freemason.  
 Berry Jordan, huckster, 17 Littlewater.  
 Berry J. L. gen'l ag't and collector, 34 Market Sq.  
 Best Elvia A. tailor, at Gracey's, r. 13 James.  
 Betts Capt. —, mariner, 10 Barraud Court.  
 Beveridge T. H. cordwainer, 29 W. Main, r. 25 W. Bute.  
 Bew George, carpenter, 7 2d Boush.  
 Beyea Mrs. Margaret, w. 18 Addington's l.  
 Billups Miss L. 25 N. Cath.  
 Bishaw Rev. T. 90 W. Queen.  
 Bishop Mrs. M. w. 8 N. Ch.  
 Bissell Capt. B. 34 York.  
 Bixby I. S. fruit merchant, 1 Campbell's whf.  
 Bixby J. A. refectory, 1 W. Widewater, corner Roanoke.  
 Blacknall Dr. Geo. U. S. N. 90 W. Bute.  
 Black James' sail-maker, 6 Woodside's l.  
 Bland J. jeweller, (store in Portsmouth) r. 53 Bermuda.  
 Blanks A. h. carpenter, rear 16 Bank, r. 35 S. Cumb.  
 Bloodgood & Co. wholesale and retail dry goods dealers, 12 E. Main, near  
 Market Sq.  
 Bloodgood J. I. merchant, r. 27 Holt.  
 Blount Mrs. M. w. 78 P. A. Road.  
 Blow Geo. Jr. attorney at law and comm'r in chancery, off. 45 Bank, r. S.  
 end Boush.  
 Bluford & Co., hide and leather dealers, 3 Newton's Whf.; hide depot 165 ,  
 N. Church.  
 Bluford Geo. W. merchant, r. 47 E. Bute.  
 Bluford Mrs. Elizabeth, w. 47 E. Bute.  
 Bobee E. drygoods store, 44 S. Church.  
 Bobee L. 19 S. Fench.  
 Bogan W. with W. H. Buck, 21 and 23 Talbot.  
 Boggs Wm. oysterman, 56 N. Church.  
 Bohm H. dentist, 30 Bank.  
 Bohm N. butcher, r. 15 Mosely.  
 Boldry Mrs. E. T. w. 11 E. Bute.  
 Balsom A. 133 N. Church.  
 Balsom Wm. grocer, 45 N. Church.  
 Bolton Mrs. B. grocery, 20 James.  
 Bonfanti P. essence pedler, 6 Commerce.  
 Bonney M. 51 W. Queen.  
 Bonsal John, merchant, r. 25 Holt.  
 Bonsal & Bro. hardware dealers, 17 Market Sq.  
 Boothby & Beale, editors and proprietors Daily News, 3 W. Widewater.  
 Boothby T. F. printer, 3 W. Widewater, r. 6 W. Charlotte.

- Borum D. (col.) cooper, 20 E. Widewater.  
 Borum J. H. fruit and candy dealer, 10 Market Sq.  
 Borum S. R. dealer in iron and agricultural implements, 11 W. Widewater.  
 Borum S. S. shipwright, r. 68 Bermuda.  
 Boshier C. H. grocer and com. mer. 23 Maxwell's wharf, bds. at National Hotel.  
 Boush Mary, (col.) washerwoman, 22 W'mson's Lane.  
 Bowden Capt. R. W. cashier Va. Bank, 14 E. Main cor. Gray.  
 Bowyer J. S. bds. at City Hotel.  
 Boyle Mary, grocery, 6 Bank.  
 Braithwaite Mrs. Cath. w. 20 N. Church.  
 Bramble Geo. bds. at J. Shuster's.  
 Branda A. mercht. vice consul of Belgium, 1 McPhail's whf., bds. at National Hotel.  
 Branda Mrs. M. w. bds. at Mrs. Emerson's.  
 Brandle M. brewer, 222 N. Church.  
 Bray Mrs. S. w. 2 Balsom's l.  
 Bremon M. tin and copper smith, 8 W. Main.  
 Bremond D. Baker, r. 4 Hartshorn's Court.  
 Bresler A. confectioner and root beer manufacturer, 50 S. Church.  
 Bressie Wm. refectory, 75, r. 79 N. Cumberland.  
 Brewer Wm. h. carpenter, 1 P. A. Road.  
 Briggs A. wholesale grocer and commission merchant, 8 W. Widewater, r. 23 N. Fenchurch.  
 Briggs Jos. T. h. carpenter, 33 E. Freemason.  
 Brock W. clerk at Griggs', 2 Campbell's Whf.,  
 Brock Wm. saddler, at Gormley's, r. 13 E. Queen.  
 Brockwell R. coach trimmer, at Nelson's.  
 Broesher H. butcher, 11 Littlewater.  
 Brook L. blacksmith, bds. at Hutchings', S. Church.  
 Brooks Mrs. Eliza S. w. 1 N. Fenchurch.  
 Brooks Jas. plasterer and slater, r. 2 N. Granby.  
 Brooks Wm. printer, at Beacon office, r. 17 E. Bute.  
 Brough Capt. Jos. 9 N. Cumberland.  
 Broughton R. D. jr. ed. Herald, r. 37 S. Cath.  
 Broughton T. G. Jr., cashier Franklin Savings Bank, and clerk Select Council, office 42 Bank, r. 86 E. Main.  
 Broughton T. G. & Son, editors and proprietors of the Herald, office Roanoke Square, North of Widewater, r. 37 S. Catharine.  
 Broughton Wm. H. druggist and seedsman, 9 E. Main, head of Market Square.  
 Brown C. H. seaman, 35 E. Charlotte.  
 Brown Elzy, coachsmith, at Nelson's, Union.  
 Brown Mrs. F. w. 7 Mitchell's l.  
 Brown Mrs. H. public house and bowling alley, 10 Commerce.  
 Brown Jane, grocery, 8 Newcastle.  
 Brown J. D. 17 E. Queen.  
 Brown Miss Mahala, 21 E. Bute.  
 Brown Mrs. M. w. 14 N. Church.

- Brown P. laborer, 102 N. Church.  
Brown S. B. clerk, bds. at Mrs. Cosby's, 16 W. Main.  
Brown T. B. tailor, 10 E. Main, near Market Sq.  
Brown T. H. blacksmith, 34 E. Widewater, r. 57 Mariner.  
Brown Wm. cabinet maker, r. 8 Plume.  
Brownley F. 28 N. Fenchurch.  
Bruff J. M. dry goods store, 39 E. Main, nearly opp. Mechanics' Hall, bds. at City Hotel.  
Brunett Mrs. S. w. 1 N. Cumb. next Christ Church.  
Brunks W. musician, leader band U. S. S. Pennsylvania, bldg. 9 Commerce.  
Brutzell W. cordwainer, 13 S. Brewer.  
Bryan Chas. stone mason, 7 Concord.  
Bryan Jas. mariner, 26 Dodd's l.  
Bryan Mrs. M. w. 7 Yaxley's l.  
Bryant E. h. carpenter, 16 N. Chapel, r. 13 Holt.  
Buck Wm. H. fruit and bottling establishment, 21 and 23 Talbot.  
Bullock Elias, 15 Avon.  
Bunker Capt. bds. at Mrs. Emerson's.  
Bunkly Jos. 66 W. Main.  
Burfoot C. printer, 117 E. Widewater.  
Burgess Mrs. J. w. 133 N. Church.  
Burgess John, coach trimmer, r. 19 Dodd's l.  
Burk Capt. S. mariner, 13 Voss.  
Burnham Wm. P. brick mason, 48 N. Cumberland.  
Burns Thos. laborer, 23 Allyn's Court.  
Burroughs F. M. clerk at W. & J. B. Dey's, r. 32 S. Cumb.  
Burroughs J. H. collector, 3 Widewater.  
Burroughs Robt. bookseller, 13 E. Main.  
Burroughs Thomas C. cabinet maker, 43, r. 93 N. Church.  
Burruss C. r. 4 N. Brewer.  
Burruss & Cashin, distillers, 5 Roanoke Sq.  
Burton S. S. coach trimmer, at Pullen's, Union st.  
Burton S. H. saddle and harness maker, 24 Allyn's Court.  
Burwell F. W. watchmaker and jeweller, 21 E. Main, fronting Market Sq.  
Buskey Joshua, 78 W. Queen.  
Buskey J. 62 James.  
Buskey Wm. M. wholesale and retail grocer, 33 Market Sq. r. 41 N. Fenchurch.  
Butcher M. P. stone mason, 38 W. Bute.  
Butler Mrs. C. w. 3 E. Bute.  
Butler J. O. carpenter, U. S. N. 31 S. Fenchurch.  
Butler Mrs. R. w. 137 E. Main.  
Butler & Camp, com. merchants, 28 and 30 Commerce.  
Butt Caleb, 84 Bermuda.  
Butt Mrs. E. w. 6 S. Chapel.  
Butt F. 59 E. Main.  
Butt Jos. F. police officer, 110 S. Church.  
Butt Mrs. M. A. milliner, 59 E. Main.  
Butt Samuel, h. carpenter, 8 Cove, 7 E. Char.

Butt Wm. S. hat and cap dealer, r. 27 Cove.  
Butt Wm. 37 E. Charlotte.

## C.

Caffee J. T. refectory, 3 W. Widewater, cor. Roanoke, r. 26 S. Cumb.  
Cahill Jas. clerk, r. 14 S. Fenchurch.  
Cain Mrs. Ann, w. P. A. Road, near city boundary.  
Callis J. h. carpenter, 38 E. Charlotte, near Fenchurch, r. 17 N. Church.  
Callis Wm. architect and h. carpenter, 30 E. Bute, r. 46 N. Cumb.  
Camp B. T. bds. at 141 E. Main.  
Camp Mrs. F. w. 126 E. Main.  
Camp G. W. teller, Va. Bank, r. 36 S. Duke.  
Camp T. B. r. 141 E. Main.  
Camp W. G. blacksmith, 2 E. Widewater, r. 141 E. Main.  
Camp Wm. S. merchant, bds. at City Hotel.  
Campbell & Harris, boarding house, 67 W. Widewater.  
Campos Dr. F. C. physician, r. 53 S. Fenchurch.  
Cannon Jos. confectionary and fruit store, 80 S. Church.  
Capehart J. police officer, r. 13 S. Church.  
Capps & Whitehurst, grocers, 61 S. Church, cor. Bermuda.  
Capps Mrs. F. w. 55 N. Cumberland.  
Capps Jackson, h. carpenter, bds. at 10 Lower Union.  
Capps Jerome, brick mason, 10 N. Church.  
Capps Noah, 191 N. Church.  
Capps Ryland, grocer, 25 N. Church.  
Capps Wilson, grocer, 1 N. Church, cor. Freemason.  
Capron Capt. J. lumber inspector general, bds. at Mrs. Emerson's.  
Carroll Caleb, laborer, 7 Holly Place.  
Carlson Capt. Jno. mariner, 102 S. Church.  
Casey ——— boot and shoemaker, E. Main.  
Cason Jos. h. carpenter, 158 N. Church.  
Causse P. tailor, 75 E. Main, r. 8 N. Fenchurch.  
Chamberlaine Mrs. w. 27 S. Church.  
Chamberlaine R. H. cashier Farmer's Bank, r. 135 E. Main.  
Chamberlaine Wm. cabinet maker, 16 Voss.  
Chamberlin Capt. Edward, mariner, 10 S. Brewer.  
Chance John, mariner, 5 Barraud Court.  
Chandler Mrs. M. w. 110 E. Main.  
Chandler Mrs. S. w. 50 W. Main.  
Chapman Mrs. Catharine, w. 80 W. Queen.  
Chapman Mrs. Mary, w. 63 W. Main.  
Charlton Samuel, wheelwright, 35 Lower Union, bds. at 5 N. Church.  
Cherry & Biggs, commission merchants, 18 Rowland's Wharf.  
Cherry James, constable, 3 Avon.  
Chicken William, engineer, (Curtis Peck,) r. 11 Princess.  
Childs W. W. mariner, 15 Addington's l.  
Christian Mrs. ——— w. 3 Holt.  
Christian Jas. h. carpenter, Ryan's l. r. 46 Mariner.  
Chistopher Mrs. Elizabeth, w. 53 Liberty.

Church Wm. painter, 46 E. Widewater, r. 10 Mariner.  
 Clague T. E. laborer, 95 N. Church.  
 Clague Wm. mariner, 30 W. Main.  
 Clark Chauncey, cordwainer, r. 64 S. Church.  
 Clark Frederick, h. carpenter, r. 108 N. Church.  
 Clark Lieut. G. 34 N. Cumberland.  
 Clark George, ship joiner, r. 19 N. Brewer.  
 Clark Henry, tailor, 31 Bank.  
 Clark John, yeoman, U. S. N. r. 36 W. Charlotte.  
 Clark Matthias, mariner, 8 Commerce.  
 Clark Mrs. Matilda, w. 10 Rothery's l.  
 Clark Mrs. R. w. 20 S. Duke.  
 Clark Robert, tailor, 31 Bank.  
 Clark Capt. R. H. 11 Metcalf's l.  
 Clark R. T. mariner, 26 Hawk.  
 Clark S. B. mariner 11 Boush's l.  
 Clark T. W. Whitehurst's Daguerrean Gallery, bldg. 14 E. Main, r. 42 N. Cumberland.  
 Clasby Benjamin, cooper, r. 11 Concord.  
 Clayton Young & Co., comm. merchants, 14 Rowland's Wharf.  
 Clemmitt Robt. cordwainer and blacking manufacturer, 16 Addington's l.  
 Cline Wm. H. 57 W. Widewater.  
 Clover John, pavier, 25 W'mson's l.  
 Coalman John, laborer, 21 Allyn's Court.  
 Coalman Thos. (col.) upholsterer and umbrella repairer, 21 W'mson's l.  
 Coats Wm. grocer, 87 and 89 S. Ch. cor. Main.  
 Coker W. H. cartman, 198 N. Ch.  
 Colley J. G. shipwright, 30 E. Widewater, r. F7 Holt.  
 Colley Miss N. 36 W. Charlotte.  
 Collins Francis, bar and bowling alley, 33 Commerce.  
 Collins J. B. cabinet maker, r. 64 S. Church.  
 Collins Mrs. Jane, w. stalls Nos. 1 and 2 Market House.  
 Collins Mrs. M. w. 20 Marsh.  
 Collins Wm. 155 N. Church.  
 Consolvo Mrs. E. A. w. 34 Fox.  
 Conner Rob't. 61 W. Widewater.  
 Conner Sarah, 9 Yaxley's l.  
 Conner Mrs. —, w. 123 S. Church.  
 Conrad J. rigger, 3 Barraud Court.  
 Constable A. T. clerk at Stewart & Jones', r. 27 E. Freemason.  
 Constable Dr. T. F. off. bldg. 2 Market Sq. cor. Main, r. 81 W. Queen.  
 Constable Chas. W. r. 81 W. Queen.  
 Constable Thos. r. 81 W. Queen.  
 Constable Henry, accountant with A. Bell.  
 Constable Mrs. E. N. w. 6 S. Brewer.  
 Conwell Mrs. M. N. w. Galt's, l.  
 Cooke Dr. A. T. M. 19 S. Catharine, near Wolfe.  
 Cooke Col. G. B. coroner and alderman, Norfo. city, r. 101 E. Main.  
 Cooke Geo. h. carpenter, 8 Fox.  
 Cooke Henry, h. carpenter, 11 Talbot.



- Cooke Col. M. attorney at law, 19 W. Main, r. 64 W. Freemason.  
Coolidge Charles, cordwainer, 97 N. Ch.  
Coon S. ship joiner, 11 Boush's l.  
Cooper Rev. Arthur, 12 S. Cath. rear Wolfe.  
Cooper Mrs. —, w. 106 S. Church.  
Cooper Geo. H. U. S. N. 44 W. Freemason.  
Cooper Sam'l. tailor, 100 S. Church.  
Copeland Geo. 48 N. Church.  
Copes J. S. cordwainer, 99 N. Ch.  
Copes Mrs. E. w. 38 N. Brewer.  
Cory N. proprietor Norfolk Iron Works, 29 E. Widewater, r. 40 James.  
Cornick Capt. James, pres't. D. S. Canal Co. off. 54 W. Main, r. 65 Bermuda.  
Cornick, T. J. druggist, 4 E. Main, next to Market Sq., r. 150 E. Main.  
Cornick Dr. James, Surgeon U. S. N. 4 N. Boush.  
Corprew D. farmer, r. 50 Holt.  
Corprew Mrs. M. w. 17 S. Fenchurch, cor. Holt.  
Corran Mrs. R. B. w. 31 W. Queen.  
Cosby Mrs. M. w. boarding house, 16 W. Main.  
Cotton Mrs. —, w. W. Widewater.  
Coulling Rev. J. D. presiding elder Meth. E. Ch. r. 79 W. Main.  
Courtland Mr. —, bds. at National Hotel.  
Couper J. D. stone mason, W. Main, near Granby, r. 34 W. Main.  
Couper Wm. measurer, 34 W. Main.  
Cowdery A. A. ag't. Adams & Co.'s Express, off. 89 S. Ch. cor. Main.  
Cowdery Dr. J. Surgeon U. S. N. 16 S. Cumb.  
Cowdery Dr. G. W. health officer, off. 51, r. 163 E. Main.  
Cox & Carn, tailors, Oak Hall Clothing Store, 20 E. Main.  
Cox Miss Elizabeth, w. 6 Hartshorn's Court.  
Cox Mrs. Mary, w. 6 Hartshorn's Court.  
Crane Wm. tailor, 23 S. Fenchurch.  
Crawley Mrs. E. w. 34 Bank.  
Creamer Thos. P. A. road, near city boundary line.  
Creekmur C. J. clothing store, 23 W. Widewater.  
Croel John, block and pump maker, 24 E. Widewater, r. 24 Bermuda.  
Crooker David, mariner, 14 Woodside's l.  
Crosbie Mrs. C. w. 74 W. Bute.  
Cross Ebenezer, grocer, 7 Newton's wharf, r. 29 W. Queen.  
Crow Geo. L. tin plate worker and stove dealer, 9 W. Widewater, r. 116 N. Cumberland.  
Crowell T. P. ag't. Phila. packets, 120 E. Widewater.  
Culpepper Mrs. A. w. 19 Allyn's Court.  
Cummins Rev. G. D. pastor Christ Church, r. 19 E. Freemason.  
Cunningham Alex'r. sailmaker, r. 40 S. Fenchurch.  
Cunningham Jos. F. lumber iuspector, r. 45 W. Freemason.  
Cunningham W. E. sen. ed. Am. Beacon, bds. at City Hotel.  
Cunningham W. E. & Co. proprietors "American Beacon," and News Room, 5 W. Widewater, cor. Roanoke Sq.  
Currier N. r. 26 S. Fenchurch.  
Curtis Mrs. Naomi, w. 18 Dodd's l.

Cutherell E. assistant clerk of the market, r. 42 W. Bute.

Cutherell Mrs. M. w. 3 Bermuda.

Cutherell Mrs. M. w. 25 Upper Washington.

D.

Dalby Cornelius, h. carpenter, 13 Proby's l.

Dalby H. 5 N. Fenchurch.

Dalby J. Newton St.

Daley E. merehant, r. 92 S. Ch.

Daley & Vesey, grocers, 7 Campbell's wharf.

Dalrymple R. stone mason, 14 E. Widewater, r. 25 W. Main.

Dalton Mrs. J. w. grocery, 16 Lower Union.

Dalton H. slater, 23 Allyn's Court.

Dameron John, hat manufacturer, 43 E. Main, r. 55 E. Bute.

Dann Samuel, h. carpenter, r. 60 W. Queen.

Darnell Susan, w. 111 E. Widewater.

Dashiell James, ship joiner, r. 9 James.

Daughtery W. H. Franklin House, 101 S. Ch. r. 18 E. Main.

Davis Alex. sailmaker, Rowland's whf.

Davis Mrs. Ann, w. 28 Avon.

Davis Benj. h. and ship painter, r. 15 W. Queen.

Davis Mrs. Ida, w. 9 Yaxley's l.

Davis Capt. John, steamer Curtis Peck, r. 27 S. Cumb.

Davis Lieut. J. A. U. S. N. bds. at National Hotel.

Davis J. A. h. carpenter, r. 106 W. Queen.

Davis J. W. sailmaker, Campbell's wharf, r. 45 N. Brewer.

Davis Mrs. Margaret, w. 49 S. Church.

Davis Miles, merchant, r. 2 S. end Botetourt.

Davis R. W. merchant, bds. at National Hotel.

Davis Mrs. Sally, w. 20 S. Cumb.

Davis Wm. Wallace, attorney at law and general agent, off. in bld'g. 7 E. Main.

Dawes S. S. dry goods store, 35 E. Main, near Market Sq.

Dawley D. 1 Hill.

Dawley D. H. 216 N. Ch.

Dawson J. H. dry goods store, 69 E. Main, r. 14 N. Chapel.

Deal Mrs. M. 111 E. Widewater.

Dean B. carpenter, 27 N. Church, r. 8 Balsom's l.

Dean J. 40 E. Bute.

Debre J. purser U. S. N. 117 E. Main.

Decker J. M. mariner, Brown.

Decordy E. h. joiner, 78 W. Widewater, r. 5 N. Granby.

Decormis E. accountant with T. B. Irwin, r. 31 S. Duke.

Delaney Edwd. copper, tin and sheet iron worker, 12 Lower Union, r. 8 S. Chapel.

Delaney Mrs. M. A. w. 85 E. Main.

Delaney Wm. D. r. 38 Bermuda.

Delk E. H. merchant, r. 124 E. Main.

Demerger Mrs. A. 32 S. Fench.

Demming Mrs. Sarah, w. 7 E. Wolfe.

Denby Mrs. S. w. 64 N. Cumberland.  
 Denby Wm. Sr. brick mason, 24 Botetourt.  
 Denby Wm. Jr. " " "  
 Dennis Jas. carpenter, 106 W. Queen.  
 Dense J. R. seaman, 12 Bermuda.  
 Denson Mrs. B. w. 51 S. Church.  
 Denson Mrs. M. 20 E. Main.  
 Deusbery T. 3 N. Ch.  
 Dey Louis, with W. & J. B. D. 63 E. Main.  
 Dey J. B. r. 5 N. Church.  
 Dey William & J. B. tailors, 63 E. Main.  
 Dey William, tailor, r. 12, Upper Washington.  
 Dickerson John, refectory, 39 and 41, Metcalf's l.  
 Dickerson Henry, Old Dominion House, 11 Loyall's l.  
 Dickson John, merchant, r. 6 E. Freemason.  
 Dickson Richd. com. merchant, 12 Lower Washington, r. E. side S. Granby, court in front.  
 Didymus Wm. watchman, r. 32 N. Fench.  
 Diggs Miss Ann, 13 Hawk.  
 Diggs Rev. Jno. L. h. carpenter, r. 14 S. Duke.  
 Diggs Wm. ship-carpenter, 8 Virginia.  
 Diggs Wm. C. cooper, 10 Fayette, 122 and 124, E. Widewater, r. 33 S. Cath. lot in front.  
 Dilworth P. grocer, 46 W. Charlotte.  
 Dixon Mrs. Ann, w. 41 S. Church.  
 Dixon Mrs. Elizabeth, w. Galt's l.  
 Dixon Mrs. S. w. 4 N. Ch. corner Mariner.  
 Dixon Thos. C. grocer, r. 61 S. Fench.  
 Dixon & Hallett, grocers, 6 Cambell's wharf.  
 Dobbs Daniel, laborer, 56 E. Bute.  
 Dobbs Wm. carpenter, r. 6 Bermuda.  
 Dood John & Son, clothing store, 30 Market Squae, r. 24 W. Main.  
 Doland J. refectory, 175 N. Church.  
 Dollman Charles, laborer, 55 James.  
 Dollard K. laborer, 137 S. Church.  
 Dorney Mrs. Jane, w. 12 N. Cath.  
 Dornin Capt. F. A. U. S. N. 21 S. Granby.  
 Doudge Mrs. w. 83 S. Church.  
 Douglass Mrs. M. w. 1 Barraud court.  
 Dove Richard, tin-plate worker, r. 8 Yaxley's l.  
 Downs Thos. mariner. 26 Talbot.  
 Doyle & Irwin, ship-chandlers, 20 W. Widewater.  
 Doyle J. E. office 20 W. Widewater, r. 2 S. Granby, corner Freemason.  
 Doyle Richard, tailor, 20 Market Square.  
 Doyle Walter J. merchant, 20 W. Widewater street, r. 17 N. Catharine.  
 Doyle Wm. 36 Cove.  
 Dozier C. watchman, 42 Hawk.  
 Dozier Dr. P. bds. at City Hotel.  
 Dozier W. J. laborer, 24 P. A. Road.  
 Dozier W. grocer, 75 N. Church.

Drewrey H. clerk, for J. D. Gordon, r. 28 S. Cumb.  
 Drewrey J. C. painter, 13 W. Widewater, r. 4 Avon.  
 Drewrey Mrs. Jane, w. 67 N. Cath.  
 Drewrey Mathias, brick-mason, r. 46 Bermuda.  
 Drigas Tully, mariner, 67 E. Widewater.  
 Drummond R. Q. & Co. importers and wholesale and retail dealers in  
 crockery, China Hall, 8 E. Main, near Market Sq.  
 Drummond Capt. S. pilot, 36 S. Cumb.  
 Drummond Capt. Wm. S. mariner, 49 Bermuda.  
 Dryden Mrs. Char. w. 26 E. Freemason.  
 Dudley Caleb, coach smith, at J. M. Pullin's, r. 12 S. Ch.  
 Dudley C. 16 Yaxley's l.  
 Dudley Miss P. 54 S. Ch.  
 Dudley Mrs. J. w. 69 E. Bute.  
 Dunbar Mrs. Ann P. w. 12 Addington's lane.  
 Dunbar W. G. attorney-at-law, 17 W. Main.  
 Dunbar, W. D. clothing store, 6 West Widewater.  
 Duke D. 64 W. Bute.  
 Duncan John, 8 E. Wolfe.  
 Duncan Mrs. Virginia, w. 73 W. Queen.  
 Dunstan Capt. J. blacksmith, r. 106, N. Ch.  
 Dunstan J. harbor-master, r. 20 Upper Union.  
 Durfey John, carpenter, r. 14 Falkland.  
 Dutton Mrs. J. w. grocery, 16 Lower Union.  
 Dwight H. A. teacher, rear M. P. church, bds. at Mrs. Langley's.  
 Dyer D. 3 N. Ch.

## E.

Ebberts Mrs. 52, S. Ch.  
 Eberhard J. A. tailor, 31 W. Main.  
 Eccles Thomas, 32 West Widewater.  
 Edmonds J. carpenter, 24 Botetourt.  
 Edwards Rev. J. E. pastor 2d Methodist E. Church So. r. 4 N. Cath.  
 Edwards Mrs. M. w. boarding house, 8 W. Main.  
 Edwards Mrs. M. w. 55 W. Queen.  
 Edwards O. W. clerk at Bloodgood & Co's. r. 17 Bermuda.  
 Edwards Mrs.—3 E. Wolfe.  
 Edwards R. S. 24 Commerce.  
 Edwards Captain, r. 5 W. Queen.  
 Edwards Mrs. S. w. Holly Place, near cotton factory.  
 Ehrbeck John, bds. at City Hotel.  
 Eldridge T. rigger, r. 18 Little Water.  
 Elliot J. T. clerk, r. 106 W. Bute.  
 Emerson Mrs. S. keeper of Exchange Hotel, 53 and 55 W. Main.  
 Eustis Sarah, grocery, 21 Lower Union.  
 Evans Capt. R. U. S. R. S. r. 9 S. Boush.  
 Evans Thos. carpenter, 21 Dodd's l.  
 Evans Thos. tailor, 26 E. Queen.  
 Evans ———, 5 E. Char.

Everett, Mrs. Ann, w. 66 S. Ch.  
 Ewell J. coach smith, at Nelson's.  
 Ewell J. T. blacksmith, r. 62 E. Bute.  
 Ewell Mrs. S. A. w. 48 S. Church.

## F.

Fallon Geo. tailor, 54 S. Ch.  
 Fallon O. tailor, 89 E. Main.  
 Farant G. W. tailor, 30 E. Main, r. 6 S. Ch.  
 Farmer John, grocer, 45 S. Cumb.  
 Farrow J. laborer, 133 S. Ch.  
 Fauquier Mrs. Ann, w. bds. at Mrs. Emerson's.  
 Fatherly Capt. John S. pilot, 9 W. Char.  
 Fatherly Thos. 76 W. Queen.  
 Fentress Carey, city inspector, r. 3 N. Brewer.  
 Fentress Mrs. M. A. w. 44 S. Cumb.  
 Fentress Oliver, carpenter, r. 13 James.  
 Fentress Miss Sarah, tailoress, 46 N. Ch.  
 Fentress Thos. L. h. carpenter, Amelia, cor. Dartmouth, r. 3 N. Brewer.  
 Feret A. book-keeper, Exch. Bank, r. 29 Holt.  
 Ferguson & Milhado, com. and lumber merchants, agents Gosport iron works, 47 W. Widewater.  
 Ferguson F. F. city assessor, off. 38 Bank, r. 5 N. Brewer.  
 Ferguson Geo. S. clerk at Harris' bakery, r. 17 S. Brewer.  
 Ferguson Jas. merchant, r. 114 W. Bute.  
 Ferguson Saml. grocer, 44 W. Widewater.  
 Ferguson W. G. gunsmith, 37 S. Cumb.  
 Ferguson Wm. H. grocer, 32 W. Widewater.  
 Fernandez Jos. 63 W. Widewater.  
 Ferris Lieut. J. D. U. S. N. 37 Holt.  
 Ferris James, grocery, 57 James.  
 Ferris Jonas, grocer, 2 S. Boush, cor. Freemason.  
 Finlay Thos. engineer, 87 N. Ch. grocery 89.  
 Fisher Thos. gardener, P. A. road, near the city limits.  
 Fisher W. L. bds. at City Hotel.  
 Fitzgerald Davis & Thomas, grocers, ship chandlers and com. merchants, 26 Rowland's wharf.  
 Fitzgerald Edward, purser U. S. N. 131 E. Main.  
 Fitzgerald Mrs. M. W. w. 3 Loyall's l.  
 Fitzgibbon, Mrs. boarding house, 70 W. Widewater.  
 Fitzhugh J. shoemaker, 150 N. Ch.  
 Fitzhugh, Mrs. L. w., 64 N. Chumberland.  
 Fivcash Capt. (measurer,) 57 Liberty.  
 Fleer Thos. grocer, 137 N. Ch.  
 Fletcher Wm. H. carpenter, r. 2 N. Brewer.  
 Floyd Mrs. mantua maker, 77 S. Ch.  
 Fonto P. mariner, 9 Boush's l.  
 Footit Mrs. E. w. 77 N. Ch.

Footit Mrs. Elizabeth, w., 56 N. Ch.  
 Foreman, Thos. shipwright, r. 3 E. Bute.  
 Forrest J. M. blacksmith and plough manufacturer, r. 28 E. Freemason,  
 near Church.  
 Forrest Samuel, purser, U. S. N. r. 15 Southgate's Row, E. Freemason.  
 Forrest William S. editor and proprietor of the Norfolk Directory, r. 6 S.  
 Brewer, near Freemason.  
 Fortune L. blacksmith, r. 131 S. Chur.  
 Foster J. B. painter, r. 54 E. Bute.  
 Foster Wm. H. grocer, 24 S. Boush.  
 Fox J. M. hat manufacturer and dealer, 43 E. Main.  
 Francis D. 13 Dodd's l.  
 Francis John T. attorney at law, notary, and comissioner in chancery, off.  
 over Norfo. Savings Bank.  
 Frank Mrs. R. w. 17 N. Boush.  
 Franklin John, refectory, 16 Calvert's l.  
 Franklin, Mrs. M. w. 11 Rothery's l.  
 Freeman Mrs. C. A. w. 66 N. Cumb.  
 Freeman, James M. dealer in watches, jewellery and fancy goods, 29 E.  
 Main, cor. Talbot, r. 42 S. Cumb. op Meth. ch.  
 Freeman Captain Wm. r. 55 S. Fench.  
 Freshwater D. laborber, 16 James.  
 Frost Mrs. Ann, w. 23 E. Charlotte.  
 Frost James, ship carpenter, r. 11 Talbot.  
 Frost P. A. carpenter, 33 Mosely.  
 Frost Robert, city watchman, 58 E. Bute.  
 Frost Samuel, carpenter, 4 W. Charlotte.  
 Fugett ——— sailmaker, U. S. N. 22 Botetourt.  
 Fulgham Miss H. 25 N. Cath.  
 Fuller J. (col.) cordwainer, 58 N. Church.

## G.

Gale Benjamin, seaman, 1 Avon.  
 Gale E. R. shoe dealer, 34 Market Sq.  
 Gale Robert, painter, r. 24 Dodd's l.  
 Gallagher P. confectioner, r. in bldg. 10 Littlewater.  
 Galt Alexander, postmaster, 33 W. Main, cor. Commerce, r. 80 W. Bute.  
 Gammage E. commission merchant, 12 Campbell's Wharf.  
 Gardner I. O. police officer, r. 112 N. Church.  
 Garnett Col. Wm. collector and depositary of the customs, Widewater cor.  
 Church, r. 81 W. Main.  
 Garnett Wm. H. inspector of the customs, 6 N. Duke.  
 Garrow ——— wood worker, at Nelson's coach factory, Lower Union.  
 Gatch B. W. painter, r. 13 N. Brewer.  
 Gatewood Richard Sr. 47 S. Church.  
 Gatewood Richard Jr., Beacon office, r. 47 S. Church.  
 Gatewood Thos. naval officer, Custom House.  
 Gaul Jas. tailor, 47 W. Main.

Gaylor Capt. 1 W. Main, up stairs.  
 Geay Peter teacher French language, r. 30 E. Freemason.  
 Gelleger H. stone mason, 125 S. Church.  
 George Edward, rigger, 6 Barraud Court.  
 Gerald Jos. mariner, 21 S. Church.  
 Gerard Mrs. Melanie, mattress maker, 36 W. Main.  
 Gerkin C. H. professor of music, 59 S. Church.  
 Ghiselin J. D. Jr. wholesale furniture dealer, 14 E. Main near Mark. Sq.,  
 manufactory 11 E. Charlotte, bds. at Mrs. Emerson's.  
 Ghiselin J. D. Sr. wood measurer, 29 N. Cumberland, cor. Charlotte.  
 Ghiselin Mrs. M. w. r. 24 Holt, cor. Chapel.  
 Gibbons Jas. refectory, 2 Lower Union.  
 Gibbs John, brick mason, 38 S. Cumberland.  
 Gibbs J. M. refectory, Southgate & Dickson's Whf., rear Custom House.  
 Gibson Mrs. Eliza, mantua maker, 71 S. Church.  
 Gibson L. R. gold and silversmith, 27 W. Main.  
 Gilbert Miss Ann, 25 N. Cath.  
 Gilbert J. W. carpenter, r. 48 N. Brewer.  
 Gilbert Thos. h. carpenter, 26 W. Bute.  
 Givan George, clerk, r. 12 S. Fench.  
 Glass David, merchant tailor, 28 Market Sq.  
 Gleason & Vaughan, block and pump makers, 17 E. Widewater.  
 Glemm J. butcher, r. 40 W. Queen.  
 Glennan Mrs. ——— w. midwife, 161 E. Main.  
 Glennan M. grocer, 38 W. Widewater.  
 Glennan Wm. grocer, 123 S. Church, cor. Union.  
 Glisson Lieut. O. S., U. S. N. 3 N. Duke.  
 Godfrey E. grocer, 23 Mariner, cor. Fenchurch.  
 Godfrey Mrs. Susan, 5 New.  
 Godfrey William, cordwainer, 98 S. Church.  
 Godwin William N. mariner, 31 E. Freemason.  
 Godwin Mrs. S. w. 46 N. Brewer.  
 Goldsmith A. L. dry goods, 34 S. Church, clothing store, 14 W. Widewater.  
 Good John, painter, 16 S. Church.  
 Goodall George, gas fitter, 104 S. Church,  
 Goodridge Mrs. Ann, w. 64 S. Church.  
 Goodridge Mrs. L. boarding house, 106 and 108 E. Main.  
 Goodridge S. bds. at 108 E. Main.  
 Godly Lucy, (col.) midwife, 21 Charlotte near Church.  
 Gordan Mrs. Ann, w. grocery, 45 N. Cath. cor. Bute.  
 Gordan John D. banker, 29 Market Sq. r. Bermuda near East, court in front.  
 Gordon Jas. & Co. comm. merchants, 90 W. Widewater, cor Wash.  
 Gordon Rev. Robert, pastor 2d African Baptist Church, clk., 13 W. Wide-  
 water, r. 29 N. Brewer.  
 Gordon Jas Jr. merchant, bds. at National Hotel.  
 Gornto James, livery stables, 40 N. Church.  
 Gormley John, saddle and harness store, 6 E. Main, near Market Square,  
 r. 35 S. Church.  
 Gough Mrs. Elizabeth, 69 E. Bute.  
 Gracey John, clothing store, 16 E. Main.

Graham C. H. mariner, 74 W. Widewater.  
 Graham George, public house, 32 Littlewater.  
 Graham K. oysterman, 8 W. Queen.  
 Graham William, dry goods store, 52 E. Main, r. 102 W. Bute, c. Princess.  
 Graham Wm. 117 S. Church.  
 Granbery Miss Caroline, teacher, bds at Mrs. Emerson's.  
 Granbery Mrs. ——— w. bds. at Mrs. Emerson's.  
 Granbery Richard, painter, at Beazley & Shipp's, r. 40 Bermuda.  
 Grandy C. W. commission merchant, 6 Newton's whf., r. 60 W. Main.  
 Granier Dr. E. D. office over 2 Market Sq.  
 Graves Mrs. Ann, w. 7 N. Cath.  
 Graves & Bro. shipwrights, 66 E. Widewater  
 Gray George, 15 Botetourt.  
 Gray Mrs. Sarah, 9 Concord.  
 Gray George, cabinet maker, 9 Concord.  
 Gray J. B. steam saw mill, S. Duke, near w. end of Upper Wash.  
 Gray E. cordwainer, 36 Fox.  
 Green James, h. carpenter, 25 S. Duke.  
 Greenwood C. F. watchmaker and jeweller, 2 W. Widewater, r. 36 N. Ch.  
 Greenwood M. soap and candle factory, 17 Reed's l., r. 2 Mc Phail's l.  
 Grenalds R. B. G. grocer, 2 Church, cor. Freemason.  
 Griffin John, cordwainer, 49 W. Main.  
 Griffin William H. seaman, 24 Allyn's Court.  
 Griffith E. J. hardware merchant, 17 E. Main, r. 32 W. Freemason.  
 Griffith W. P. bookseller, r. 32 W. Freemason.  
 Griggs S. S. grocer, 2 Campbell's whf., bds. City Hotel.  
 Grimes J. tailor, 13 Mariner.  
 Gronewall J. B. cooper, r. 40 W. Bute.  
 Groner George, tailor, 40 E. Main, r. 10 W. Char.  
 Grook Mrs. S. w. grocery, 47 S. Cath.  
 Groom J. bar-room, 34 and 36 Littlewater.  
 Groves Caleb, tobacconist, 77 E. Main.  
 Groves J. T. lock and gunsmith, 41 Bank.  
 Groves & Staylor, refectory, (Old Dominion.) 11 Loyall's l.  
 Guild C. H. grocer, 19 Maxwell's whf., r. 19 W. Bute.  
 Guinn John, stone cutter, r. 26 Talbot.  
 Gurney E. shoe dealer, 19 Market Sq., bds. at Mrs. Goodridge's.  
 Guy Mrs. A. w. 69 W. Queen.  
 Guy E. Capt. city watch, 70 S. Fenchurch.  
 Guyot Yves S. dyer and scourer, 95 E. Main, next to Fench., r. Wash.  
 Point.

## H.

Haigh Mrs. Elizabeth, mantua maker, 23 E. Bute.  
 Hall & Co. dealers in dry goods, 50 E. Main, near Church.  
 Hall A. W. measurer, r. 148 N. Church.  
 Hall C. & Co. importers of fancy goods, book and piano dealers, 1 E.  
 Main, cor. Bank, r. above.  
 Hall Mrs. F. w. 35 N. Cumberland.  
 Hall J. N. plasterer, r. 23 E. Freemason, cor. Cumberland.



Hall Richard, carpenter, r. 10 N. Duke.  
 Hall T. D. mariner, 87 N. Church.  
 Hall William, clerk, 35 N. Cumberland.  
 Hall William, grocer, 2 S. Fench., cor. Mariner.  
 Hall William W. office 41 Lower Union, r. 48 S. Cumberland.  
 Hallet, clerk with W. H. Buck, 21 & 23 Talbot.  
 Halson Dr. Geo. off. E. Main, r. 31 Bermuda.  
 Halstead Mrs. F. w. bds. at Mrs. Goodridge's.  
 Hambury Mrs. Elizabeth, 11 N. Church.  
 Hanners W. grocer, 144 N. Church.  
 Hamburger H. & L. clothing store, 16 Market Sq.  
 Hammer John, cordwainer, 3 Newton's l. south of Union st.  
 Hanberry Mrs. Ann, w. 73 S. Ch.  
 Hanberry James, silver plater, 73 S. Ch.  
 Haney Charles M. tobacconist, 4 Marsh.  
 Hankins Thomas, clerk at Hermon & Co's, r. 8 S. Cumb.  
 Happer Mrs. M. w. r. 9 Hartshorn's Court.  
 Happer W. W. livery stables, 105 S. Ch., bds. at Mrs. Langley's.  
 Harding Mrs. A. w. 35 W. Main.  
 Harding Mrs. F. w. 4 N. Cumb.  
 Harding J. 41 W. Bute.  
 Harding Capt. H. F. dep. measurer, Custom House, r. 45 S. Cumb.  
 Hardy E. T. attorney at law, r. 6 S. Duke.  
 Hardy E. W. livery stables, 17 lower Union.  
 Hardy J. butcher, 147 E. Main.  
 Hardy Thomas A. merchant, r. Herbertsville.  
 Hardy William I. merchant, r. 25 S. Granby.  
 Hardy & Bro. shipping and com. merchants, 96 & 98 W. Widewater, shook  
 factory, Town Point, near end Main.  
 Hardy & Delk, com. merchants, 2 Tunis' whf. end of Fayette.  
 Harris A. com. merchant, bds. at National Hotel.  
 Harris A. & H. com. merchants, 22 Commerce.  
 Harris Charles, bakery, 6 Hill, bds. at City Hotel.  
 Harris H. brick mason, 12 Bermuda.  
 Harris M. confectioner, 27 W. Widewater.  
 Harrison Mrs. A. w. 21 Allyn's Court.  
 Harrison Mrs. D. w. 8 Marsh.  
 Harrison Edward, public house, 28 Littlewater.  
 Harrison J. plasterer, 18 S. Cumberland.  
 Harrison Mrs. M. E. w. 90 N. Church.  
 Harrison William T. grocer, 27 Market Sq. r. 6 W. Freemason.  
 Harrison William T. upholsterer, r. 15 Addington's l.  
 Hartshorn S. ice-house, 13 Loyall's l., r. 13 Bermuda.  
 Harwood J. W. confectionary and fruit store, 15 E. Main, fronting Market  
 Square.  
 Harwood Henry, accountant, 50 E. Main.  
 Harwood Mrs. S. w. 3 Hartshorn's Court.  
 Hastings George, cordwainer, 61 South Church.  
 Hathaway J. R. bookseller and periodical agent, 27 E. Main, head of Mar-  
 ket Square.

- Hathaway Capt. D. 42 N. Brewer.  
 Hatcher Mrs. Ann E. w. 13 E. Freemason.  
 Hatcher E. P. notary public and agent, 17 W. Widewater, r. 13 E. Freemason.  
 Hatton J. G. H. teller Farmers' Bank, pres't select council, r. 38 S. Fenchurch.  
 Hawkins M. G. mariner, 5 New.  
 Hawkins Mrs. P. H. w. 65 N. Church.  
 Hawkins William, lime inspector, r. 52 N. Ch.  
 Haynes & Granbery, grocers, 9 Campbell's Wharf.  
 Haynes E. T. grocer and commission merchant, 9 Roanoke Square.  
 Haynes William H. farmer and brick maker, Fielding farm, P. A. Road, near the city; will receive messages if left at 9 Campbell's Wharf.  
 Hayman John, printer, at Daily News office.  
 Haywood J. stone mason, 42 Jas.  
 Hays J. laborer, 23 Widewater.  
 Hay George, cabinet maker, r. 5 Concord.  
 Hay William J. blacksmith, 60 N. Church.  
 Heath James, carpenter, r. 12 N. Brewer.  
 Heath & Lockwood, carpenters, near 35 lower Union.  
 Hecker H. laborer, 139 S. Church.  
 Hedgpeth Capt. H. seaman, r. 48 W. Main.  
 Heiberger F. J. tailor, 47 Bank, r. 44 W. Bute.  
 Henderson Mrs. —, w. 22 Holt.  
 Henderson Capt. J. steamer Shultz, r. 22 Holt.  
 Hendren Rev. J. grocer, 34 W. Widewater, r. 18 N. Church.  
 Hendren J. Hardy, grocer, 5 Campbell's Whf.  
 Hendren M. sailmaker, Roanoke Sq.  
 Hendren William H. attorney at law and comm'r in chancery, clerk U. S. district court, office 22 Bank, boards at Mrs. Segar's, E. Main.  
 Henley Char. (col'd) washerwoman, 7 Barry's l.  
 Henley Mrs. Elizabeth, 34 N. Ch.  
 Herman & Co. wholesale and retail shoe dealers, 15 Market Sq.  
 Herrington J. r. 29 E. Main.  
 Herron Miss Ann P. B. corner Wood and Church, court in front.  
 Hess M. dry goods store, 72 S. Church.  
 Hess W. baker, 17 Bank.  
 Hester J. 2 N. Fench.  
 Heustis J. cartman, r. 62 N. Cath.  
 Heckle J. paver, grocery, 47 W. Main.  
 Hicks Capt. J. steamer Coffee, r. 6 Virginia.  
 Hicks John, refectory, 139 & 141 S. Ch. corner Widewater.  
 Hill James, sailmaker, 21 Commerce.  
 Hill Clement, cordwainer, 29 W. Main.  
 Higgins Dr. F. L. office 7 E. Main, (up stairs) r. 36 W. Freemason.  
 Higgins I. clerk at Farmers' Bank, r. 38 W. Freemason.  
 Higgins J. A. commission merchant, 120 E. Widewater.  
 Hill A. L. grocer, 10 S. Ch.  
 Hill A. laborer, 129 S. Ch.  
 Hill Benj'n, boat builder, near E. end lower Union.

- Hill James, sailmaker, 21 Commerce.  
 Hill Mrs. M. E. w. 59 W. Main.  
 Hill ———, clerk at Argus office.  
 Hill Nathaniel, 4 Newcastle.  
 Hinton P. W. com'n merch't, 10 Roanoke Square, r. 54 W. Freemason.  
 Hipkins John, com'n merchant, 98 W. Widewater, r. 24 W. Freemason.  
 Hipkins Mrs. —, w. 5 Southgate's Row, E. Freemason.  
 Hitselberger, Rev. A. L. pastor St. Patrick's Ch. r. 11 S. Chapel, corner Virginia.  
 Hitchings D. D. & Bro. boat builders, 1 Southgate's wharf, end Woodside's l. & 46 E. Widewater.  
 Hitchings D. D. r. 39 Bank, corner Hill.  
 Hodges Misses F. & M. seamstresses, 43 W. Bute.  
 Hodges J. K. blacksmith, 52 Bermuda.  
 Hodges S. H. blacksmith, 16 E. Widewater, r. 2, 2d Cross, corner Mariner.  
 Hodges Miss M. F. 20 N. Fench.  
 Hodges William E. carpenter, 228 N. Ch.  
 Hogwood Mrs. M. tailoress, 2 Hill.  
 Holden Mrs. M. A. w. 95 W. Bute.  
 Holland James, seaman, 14 Reed's l.  
 Holmes John, plasterer, r. 22 S. Duke.  
 Holmes Capt. James, hay weigher, 19 N. Fench.  
 Holmes John S. grocer, 41 Market Square, corner Widewater, r. 4. S. Cumb.  
 Holmes Mrs. L. A. 19 Bank.  
 Holmes William J. wheelwright, 29 lower Union, r. 46 James.  
 Holt Mrs. Ann, w. 4 S. Ch.  
 Holt Richard H. accountant, at Ferguson & Milhade's, r. 11 N. Boush.  
 Hoole James T. superintendent Hardy's shook factory, r. 23 S. Granby.  
 Hope William, engineer, 69 E. Queen.  
 Hope William, foreman for J. G. Colley, 30 E. Widewater.  
 Horney Samuel, engineer, 14 Newcastle.  
 Howard Allen, huckster, 12 Bank.  
 Howard George, sailmaker, 48 S. Ch.  
 Howard Robert D. confectioner, r. 14 Addington's l.  
 Howell E. huckster, 67 E. Queen.  
 Howse James, butcher, r. Holly Place.  
 Hozier Nathaniel, shipwright, 9 Central Boush.  
 Hozier Robert, 96 W. Queen.  
 Hubbard James R. attorney at law, 23 W. Main, r. 9 S. Cath.  
 Huet Dr. E. 51 W. Main.  
 Huet Peter (col'd) cordwainer, 111 N. Cumb.  
 Hudgins Moses, carpenter, 9 Proby's l.  
 Hudgins Robert, brick mason, 35 E. Freemason.  
 Hudson William, carpenter, 115 E. Widewater.  
 Hughs M. P. carpenter, r. 5 W. Main.  
 Hughs —, mariner, 16 Bank.  
 Hughs —, city watchman, boarding house 14 Market Square.  
 Hull J. 156 W. Bute.  
 Hunt F. O. sailmaker, 6 Wood.

Hunter Wm. H. city collector, off. 38 Bank, r. 14 S. Chapel.  
 Hurley William, lottery office, 32 Market Sq. r. 80 W. Bute.  
 Hurst Edward, sailmaker, 7 Dodd's l.  
 Hurst R. G. carpenter, 114, r. 109 N. Ch.  
 Hursley Mrs. M. F. w. 25 E. Freemason.  
 Hutchings H. teacher, 19 S. Church, r. 1 Holt.

## I.

Inge William, pilot, 9 Voss.  
 Ingram T. R. r. 48 Bermuda.  
 Ingram Wm. carpenter, 123 N. Ch.  
 Insel W. grain and hay dealer, 11 E. Widewater.  
 Inasley E. saddle and harness maker, at A. Nelson's Union st. r. 127 N. Ch.  
 Irby H. 59 W. Charlotte.  
 Irwin Mrs. A. w. 19 Moseley.  
 Irwin, T. B. com. mercht. 16 Rowland's whf., bds. at City Hotel.  
 Irwin H. farmer and com. mer. off. 8 Campbell's whf. (up stairs) r. 17 E. Freemason.  
 Israel B. dry goods, 65 E. Main.

## J.

Jackson Rev. Wm. pastor St. Paul's, r. 74 W. Freemason, cor. Duke.  
 Jacobs Alex. mercht., bds. at City Hotel.  
 Jacob Moses, dry goods store, 65 E. Main.  
 Jakeman Arthur, carpenter, r. 4 Barraud Court.  
 Jakeman Job, gardener and horticulturist, 52 W. Main.  
 James Mrs. Ann, boarding h. 22 Cove.  
 James E. 15 Botetourt.  
 James John, wholesale grocer and com. mercht. 19 W. Widewater, cor. Commerce, r. 9 N. Cath.  
 James J. E. soap manuf. 55 Mariner.  
 James Robt. O. measurer, 5 E. Wolfe.  
 James Wm. A. brickmason, 24 W. Bute.  
 Jarvis W. manager mud machine, r. 157 E. Main.  
 Jay Geo. mariner, 82 Bermuda.  
 Jeffery Mrs. — w. 29 S. Cath.  
 Jeffery A. com. mercht. off. in bldg. 10 Campbell's whf., r. 29 S. Cath.  
 Jameson Wm. huckster, 18 Bank.  
 Jenkins Thos. cooper, r. 7 Barraud Court.  
 Jenkins J. P. saddler, with Pullen, 5 lower Union, r. 49 S. Ch.  
 Jennings Mrs. J. r. 12 W. Char.  
 Jett F. clerk, bds. at Mrs. Goodridge's.  
 Johnson Mrs. — 1 N. Cumb.  
 Johnson Mrs. A. W. 64 S. Fench.  
 Johnson Charles, keeper of Almshouse.  
 Johnson William H. brickmason, r. 11 N. Brewer.  
 Johnson E. R. grocery, 27 W. Bute.

Johnson J. R. clock and watch maker and jeweller, 5 W. Main, opp. Bank,  
r. 14 N. Brewer.  
Johnson Wm. Sen., hat manufacturer, 21 Market Sq.  
Johnson, W. 35 W. Main.  
Johnson, J. D. teacher, school-room in basement of Presb. Ch. bds. at Mrs.  
Emerson's.  
Johnson Wm. Jr., com. mercht. Commerce, bds. at Mrs. Emerson's.  
Johnson Mrs. H., w. 35 Bank.  
Johnson J. H. carpenter, r. 2 Barraud Court.  
Johnston Mrs. C. midwife, 18 Cove, near S. end of Cumberland.  
Johnston F. A. tobacconist, 64 E. Main.  
Johnston James H. comm'n merchant, 94 W. Widewater, r. 80 E. Main.  
Johnston Robert M. lottery office, 4 lower Union.  
Johnston Peter W. 96 W. Queen.  
Jones L. brewer, 19 Falkland.  
Jones Josiah T. keeper of Magazine, r. 57 W. Queen.  
Jones Rev. Tiberius G. pastor Freemason st. Baptist Ch., r. 2 N. Cath.  
Jones J. S. merchant, boards at National Hotel.  
Jones Mrs. W. F. w. 4 Tazewell.  
Jones J. E. merchant, boards at Mrs. Langley's.  
Jones Jesse, merchant, 6 N. Brewer.  
Jones Jesse & Co. grain and hay dealers, 13 Roanoke Square.  
Jones J. E. & Co. grocers, 3 Campbell's wharf.  
Jones G. W. grocer, r. 40 W. Main.  
Jones Edward, carpenter, 41 W. Main.  
Jones W. R. grocer, r. 1 S. Ch. corner Mariner.  
Jones Rev. Reuben, pastor Cumb. st. Baptist Ch., r. 37 S. Ch.  
Jones William clerk, boards at Mrs. Shuster's.  
Jones S. bar-room, 58 P. A. Road.  
Jones G. W. & Bro. grocers, 3 E. Widewater.  
Jordan Augustus, engineer and machinist, r. 83 W. Queen.  
Jordan Charles, confectioner, 75 E. Main.  
Jordan William, oysterman, 25 S. Duke.  
Joynes John R. ship-joiner, 77 E. Widewater, r. rear 98 E. Main.

K.

Karcher J. confectioner, 15 Littlewater.  
Kayton A. watch-maker and dealer in jewelry and musical instruments, 3  
W. Main.  
Keeling R. M. W. student, boards at J. Shuster's.  
Keeling D. F. Dominica House, 54 and 56 E. Main, near Church.  
Keeling Mrs. Elizabeth, w. teacher, 15 N. Cumb.  
Keeling John W. teacher, U. S. N., r. 11 S. Cumb.  
Keeling Mrs. Martha, w. 94 W. Bute.  
Keeling J. L. carpenter with W. Callis.  
Kehoe Joseph, tailor, 7. W. Main.  
Kempe W. A. saddler, with Pullen, 5 lower Union.  
Kempe John T. grocer, 39 Market Square, r. 15 James.  
Kennedy Lieut. C. H., U. S. N. 28 N. Cumberland, corner Charlotte.

Kennon Mrs. — boards at City Hotel.  
 Kenney Edward, rigger, 16 Woodside's l.  
 Kerney Jane, widow, 27 Allyn's Court.  
 Kerr E. M. crockery and glass ware dealer, r. 47 W. Freemason.  
 Kevil Thomas, clothing store, 48 W. Widewater.  
 Kewin T. foreman Herald printing office, bds. at Mrs. Emerson's.  
 Keys John, stone cutter, (with Dalrymple) r. 27 Talbot.  
 King & Toy, wholesale and retail druggists, 2 and 4 S. W. corner Main st.  
 and Market Square.  
 King H. clothing store, 10 W. Widewater.  
 King L. clothing store, 36 Market Square.  
 King Mrs. Mary, w. boards at Mrs. Segar's.  
 King N. C. druggist, r. 8 upper Washington.  
 Kirby George, pile driver, 32 Virginia, E. end.  
 Klein Mrs. E. w. 33 S. Duke.  
 Kneller George P. confectionary, 40 Bank.  
 Knight J. cordwainer, 89 E. Main.  
 Knight William, 39 N. Church.  
 Knight S. H. mariner, 26 Talbot.  
 Kurrelmeier William, tailor, bldg. 9 Hall's row, Commerce.  
 Kyle D. 31 S. Cath.  
 Kyle William, com'n merch't, 24 Commerce, r. 5 Hartshorn's Court.

## L.

Lacoste Joseph, cordwainer, 36 W. Widewater.  
 Lacoste & Tullock, shipping office, 33 W. Widewater.  
 Lamb W. B. sergeant Norfolk city, office 38 Bank, r. 162 W. Bute.  
 Lamb W. W. deputy sergeant, office 38 Bank, r. 162 W. Bute.  
 Lambert W. 13 N. Cath.  
 Lambert George, grocer, 31 N. Ch.  
 Land Enoch, boarding house, 28 W. Main, near Commerce.  
 Land Isaac, grocer, 125 N. Church.  
 Land Mrs. Sarah, w. 8 S. Brewer, near Freemason.  
 Land W. R. C. grocer, 3 lower Union, r. 69 N. Ch.  
 Langley Charles H. grocer, 92 S. Church.  
 Langley Mrs. S. boarding, 41 E. Main.  
 Langley Mrs. Susan, w. 18 N. Cumb.  
 Lane John, carpenter, 134 N. Church.  
 Lansing Capt. M. 92 W. Queen.  
 Lapelouse A. clerk, r. 6 Avon.  
 Lappin William C. mariner, 24 Dodd's l.  
 Lawrence John, rigger, 13 Concord.  
 Lawrence J. M. 59 N. Cumberland.  
 Laws D. O. & Co., grocers, 7 E. Main, head of Market Sq.  
 Laws Mrs. S. w. 17 E. Freemason.  
 Laylor Samuel, laborer, 118 W. Freemason.  
 Lecoche, Mrs. S. w. 32 Bermuda.  
 Ledoyne John, distiller, r. 127 S. Church.  
 Learned P. P. com'n merchant, r. 6 East.

Lee Mrs. F. M. w. 75 W. Queen.  
 Lee T. R. blacksmith, 6 E. Widewater, r. 15 Bermuda.  
 Lehman C. butcher, r. 15 Moseley.  
 Leigh J. P. & Son, grocers and com'n merchants, 10 Campbell's wharf, r. 139 E. Main.  
 Lent P. Holly Place.  
 Leonard A. F. attorney at law, office 22 Bank, r. 53 W. Main.  
 Lepage L. 72 E. Main.  
 Lester Mrs. —, boarding house, 68 W. Widewater.  
 Levi Anthony, tailor, 5 lower Union, 2d story.  
 Levi J. clothing store, 42 Market Square, corner Widewater.  
 Levi Mitchell, tailor, 7 lower Union, 2d story.  
 Lewellin A. farmer and gardener, Fort Norfolk road, near the city.  
 Lewellin George, cordwainer, 63 W. Queen.  
 Lewellin William H. grocer, 8, corner Roanoke Square and Littlewater, r. 11 E. Bute.  
 Lewis Mrs. A. B. w. 12 W. Charlotte.  
 Lewis T. & Co. clothing store, 51 E. Main.  
 Lewis F. clothing store, 41 E. Main.  
 Liddy Joseph, tailor, 40 W. Widewater.  
 Liliston Louisa, w. 34 E. Freemason.  
 Lightburn R. cordwainer, 55 W. Queen.  
 Lightfoot Dr. S. L. inspector of the customs, r. 10 Amelia.  
 Lind E. W. carpenter, 36 Virginia, (east end.)  
 Little James, tobacconist, 8 Market Square, refectory, corner Market Square and Union.  
 Lockert Mrs. M. w. 41 W. Freemason.  
 Lockwood William H. carpenter, r. 26 N. Fench.  
 Lohman William H. clothing store, building 23 W. Widewater.  
 Lomax Mrs. E. V., w. 40 W. Freemason.  
 Long Richard, laborer, 17 Allyn's Court.  
 Long William, printer, r. rear, 30 Avon.  
 Louis Charles, farmer, Mitchell's l.  
 Lovett George, measurer, r. 63 N. Church.  
 Lovett J. S. attorney at law, building 30 W. Widewater.  
 Lowe Mrs. C. F. w. 30 S. Cumb.  
 Lowell W. A. agent Baltimore steam packets, office Hunter's, wf. r. 7 S. Ch.  
 Lowry T. ship carpenter, 68 N. Church.  
 Loyall George, 14 S. Granby.  
 Loyall William, inspector of the customs, r. 43 W. Freemason.  
 Ludlow & Wing, dispensary, 4 W. Main, next to Farmers' Bank.  
 Ludlow J. R. druggist, boards at Mrs. Emerson's.  
 Lugg Mrs. Elizabeth, w. 21 S. Brewer, near Wolfe.  
 Lynch Mrs. —, boards at City Hotel.

M.

Maçanalley John, tailor, grocery, 10 Marsh.  
 McCarrick P. grocer, 21 N. Boush, corner Bute.  
 McLane E. E. attorney at law, 25 W. Widewater, boards at Mrs. Cosby's.

- McKeel —, Proby's l.  
 McKee M. musician, 22 Metcalf's l.  
 McCourt Mrs. Ann, w. 6 Avon.  
 McLane George & Co. riggers, 44 E. Widewater.  
 McGee R. grocer, 59 E. Widewater.  
 McMath Capt. J. P. mariner, 46 Bank.  
 McIntosh Lieut. Charles F., U. S. N., r. 19 S. Granby.  
 McIntosh George, President Norfolk Draw Bridge Co., 33 S. Granby.  
 McKenney Rev. William, chaplain U. S. N., r. 24 Botetourt.  
 McKenney William, N. M. D. dentist, office over 16 E. Main, r. 24 Botetourt.  
 McCoy Edward, cordwainer, 132 E. Main.  
 McDougall Misses E. & A. r. 7 S. Cath.  
 McCandlish Mrs. M. w. 20 S. Cath.  
 McPherson Mrs. L. w. 4 S. Boush.  
 McGuire & Co. distillers and brewers, 7 Roanoke.  
 McGuire Thomas, boards at Mrs. Langley's.  
 McDonald J. blacksmith, 15 N. Chapel.  
 McCoy B. sail-maker, 15 Mariner.  
 McPhail John, 27 Mariner.  
 McCandlish R. accountant for C. H. Sheild, r. 24 N. Fenchurch.  
 McGregor I. 88 E. Main.  
 McLean A. B. Pres't Am. Insurance Co. office 46 Bank, r. 114 E. Main.  
 McQuillen Mrs. Catharine, w. grocery, 50 W. Queen.  
 Mack I. dry goods store, 66 S. Church.  
 Mahone Mrs. — milliner, 62 S. Church.  
 Mahone S. blacksmith, 11 lower Washington.  
 Malicote J. plough stocker, r. 8 Marsh.  
 Mallory Dr. Francis, navy agent, office 22 W. Main, r. 8 N. Granby.  
 Mallory E. C. farmer, 14 upper Union.  
 Mallory William S. merchant, r. 125 E. Main.  
 Manning T. J. comm'r naval rendezvous, boards 110 E. Main.  
 Mannock Gabriel, boatman, 65 W. Widewater, bathing houses near west end Main.  
 Mann John, r. 17 Allyn's Court.  
 March Seth, groceries, iron and agricultural instruments, 13 W. Widewater, 21 and 22 Rothery's lane r. 31 N. Cumb.  
 Marchant Miss A. boards at Mrs. Goodridge's.  
 Marcus D. Y. India rubber and fancy goods, 23 E. Main, boards at Mrs. Emerson's.  
 Marcus H. M. grocer, 63 S. Church, boards at Mrs. Emerson's.  
 Marcus William N. general commission merchant, 20 Rowland's wharf, below Roanoke Square, r. 24 York.  
 Mardenia Mrs. M. A. w. 21 Allyn's Court.  
 Marrow William, boards at Mrs. Segar's, Main st.  
 Marsden J. B. L. r. 36 N. Cumberland.  
 Marsh Samuel, lumber and commission merchant, 1 Tunis' wharf, r. 146 E. Main.  
 Marsh Captain Robert, r. 146 E. Main.  
 Martin A. A. inspector of provisions, off. 9 Lower Union, r. 17 S. Cumb.  
 Martin A. W. clerk at N. Nash's, r. 40 N. Cumb.



Martin Dr. Charles F. dentist, 31 E. Main, cor. Talbot, r. 23 Holt.  
 Martin Miss E. r. 33 Bermuda.  
 Martin Henry, bar and bowling alley, 37 Littlewater.  
 Martin Mrs. Susan, w. 77 P. A. road.  
 Martin Thomas M. tailor, 44 E. Main, r. 36 Bank.  
 Martin J. F. cartman, 74 P. A. road.  
 Mary Joseph, mariner, 2 Barraud court.  
 Masi P. H. professor of music, r. 112 East Main.  
 Maslin Mrs. Margaret, w. 14 N. Boush.  
 Mason Mrs. L. w. 52 W. Queen.  
 Mathews Mills, la. Holly Place.  
 Mathews Mrs. w. 74 Bermuda.  
 Mathias D. seaman, 74 Bermuda.  
 Mathias C. H. off. 9 Campbell's wharf, r. 39 N. Church.  
 Mathias Mrs. F. w. 146 North Church.  
 Mathias J. laborer, 73 North Church.  
 Mathias Mrs. Margaret, 14 N. Boush.  
 Mathiot Mrs. Elizabeth, nurse, w. 3 East Wolfe.  
 Maurice Thomas J. tin plate worker, r. 46 West Bute.  
 Maurice William H. painter, r. 20 East Char.  
 May Mrs. Susan, w. 80 South Church.  
 Mayer G. A. silversmith and jeweler, 38 East Main.  
 Mayer Jonas, tailor, 2 Plume.  
 Mayers Mrs. M. dry goods, 76 South Ch.  
 Mayer Thomas A. coach repository and manufactory, 11 Lower Union,  
     saddle and harness store, 24 East Main.  
 Mayo P. P. attorney-at-law, 20 West Main.  
 Meagher Mr. boards at Walters'.  
 Meanly Mr. carpenter, boards at Mrs. Woodhouse's.  
 Mears S. clerk at Stewart's, boards at Mrs. Segar's.  
 Meginley J. gas fitter, 79 South Church.  
 Mehaffey A. proprietor, Gosport Iron Works, boards at National Hotel.  
 Mehegan J. tailor, 96 North Church.  
 Mehegan Thomas, grocer, 34 West Widewater, confectionary 20 Com.  
 Mehegan William, tailor, r. 10 South Chapel.  
 Melson Caleb, carpenter, r. 50 West Main.  
 Merwin S. O. shoe dealer and manufacturer, 19 Market Eq.  
 Miars John, Pomfret farm, near the city.  
 Michaels Rev. Robert, pastor first M. E. Church, office in basement of  
     the church, r. 12 Holt.  
 Milener William city watchman, r. 19 W. Freemason.  
 Milhado Mrs. A. w., r. 110 West Bute.  
 Milhado Mrs. L. w. 20 North Fench.  
 Miles Isaac, shipwright, Herbertsville, r. 21 West Freemason.  
 Miller George H. jailer and dep. sergt. r. in old jail enclosure East Main.  
 Miller Miss Nancy D. seamstress, 4 Lower Washington.  
 Millison W. laborer, 97 North Ch.  
 Mills A. W. tailor, 56 South Church, r. 6 Plume.  
 Millson Hon. Jno. S. attorney-at-law, office 17 W. Main, r. 15 W. Charl.  
 Minter J. 34 South Church.

- Mitchell Rev. F. S. pastor African Methodist E. Church, boards at 40 South Cumberland.  
 Mitchell Mrs. H. w. 24 Cove.  
 Mitchell Harriet (colored,) mantua maker, 7 Holt.  
 Mitchell Captain Z. steamer Mount Vernon, r. 12 Mariner.  
 Mitcheson Rev. R. city missionary, boards at Mrs. Goodridge's.  
 Montague Robert, carpenter, r. 33 East Freemason.  
 Montgomery Captain, ——— pilot, 28 Bank.  
 Montross William, 7 Loyall's lane.  
 Moody George, grocer, 1 East Bute.  
 Moody Joseph, ship-joiner, 117 East Widewater.  
 Moody W. J. C. upholster and paper-hanger, r. 10 West Bute.  
 Moody William, hatter, r. 19 Falkland, corner Chapel.  
 Moore Henry, commission merchant, 21 Maxwell's wharf, r. 6 Princess.  
 Moore J. J. grocer, 34 East Main, r. 14 South Cumb.  
 Moore Miss E. J. milliner, 86 South Church.  
 Moore E. W. hardware dealer, 14 Market Square, r. 151 East Main.  
 Moore Henry, house carpenter, r. 78 Bermuda.  
 Moore B. cordwainer, 44 North Church.  
 Moore Thomas, agent for land claims, 230 North Church.  
 Moore Dr. William J. office 42 East Main, up stairs, r. 15 North Catharine.  
 Moore Miss Emeline, 42 East Bute.  
 Moore Franklin J. deputy collector and storekeeper custom house, boards at Mrs. Langley's.  
 Moore Isaac, clerk, r. 86 South Church.  
 Moore L. P. seaman, 49 South Cath.  
 Moore Horatio, agent N. O. packets, r. 58 South Cumb.  
 Moore N. H. grocer, 12 Market Sq.  
 Moore Peter, police officer, r. 40 North Brewer.  
 Moran R. Barraud Court.  
 Mordecai P. fortune teller, 10 Bank.  
 Mordecai J. fortune teller, 8 Bermuda.  
 Morein Mrs. S. 64 North Cumberland.  
 Moreland D. house, ship and sign painter, 25 Bank, r. 29 East Bute.  
 Moreland James, 29 East Bute.  
 Morgan Mrs. Jency, w. 1 Holly Place.  
 Morgan Micajah, grocer, 2 Commerce.  
 Morris & Roberts, boarding house, 4 Commerce.  
 Morris B. P. coach painter, at Nelson's, Union.  
 Morris C. M., U. S. N. bds. at National Hotel.  
 Morris Henry, baker, 49 W. Main.  
 Morris William, 26 W. Bute.  
 Morrisett & Simmons, coopers, 2 Southgate's wharf, end of Woodside's l.  
 Morrisett William, cooper, r. 12 S. Chapel.  
 Morse A. carpenter, r. 16 Falkland.  
 Morse T. V. bds. at City Hotel.  
 Moseley Burwell B. 28 S. Catharine.  
 Moseley Dennis, 22 S. Fench.  
 Moseley Miss H. 32 Bermuda.  
 Moseley J. woodcutter, 127 N. Church.

Moely Mrs. M. w. 25 Talbot.  
 Moss C. musician, 64 James.  
 Moulton E. L. tin plate worker, 6 Lower Union.  
 Mulholland B. bds. at Mrs. Cosby's.  
 Murden M. F. carpenter, 70 N. Church.  
 Murden A. distiller, 12 P. A. Road.  
 Murden Jos. clerk, Exchange Bank, r. 40 N. Cumb.  
 Murden Mrs. S. W. w. 14 S. Chapel.  
 Murphey William H. cabinet maker, at Salusbury's, r. 81 S. Church.  
 Murphey Mrs. E. F. milliner, 81 S. Church.  
 Murphy M. assistant superintendent city gas works.  
 Murphy James, clerk of the market, 33 S. Cumb.  
 Murphy Mrs. Jane, w. 4 N. Cumb. near Freemason.  
 Murray John, keeper of the City Hall, r. 28 James.  
 Murray Thomas, caulker, 5 Shipp's l.  
 Murray Wm. T. grocer, 37 N. Ch.  
 Murrell S. wood carter, P. A. Road, near the city.  
 Myers Mrs. A. dry goods store, 49 Bank.  
 Myers E. J. city lunch, 2 Roanoke.  
 Myers & Co. com. merchants, 35 and 37 Commerce.  
 Myers Myer, merchant, consul for Brazil and Netherlands, r. 2 S. Cath.  
 cor. Freemason.

N.

Nash John H. & Jos. auctioneers and furniture dealers, 4 Newton's whf.  
 Nash John H. r. 9 S. Chapel, cor. Holt.  
 Nash Joseph, r. 3 Hartshorn's Court.  
 Nash Dr. Thos. off. 73, r. 98 E. Main.  
 Nash Herb't. M. botanic medicine store, 73 E. Main, near Church.  
 Nash Nath'l. ship builder, sectional marine railway, 48 E. Widewater, r.  
 113 E. Main.  
 Nash Wm. shipwright, at N. Nash's, r. 145 E. Main.  
 Nathans Rebec. w. r. 32 E. Freemason.  
 Nelson Anthony, carriage repository and harness manufactory, 20 and 22  
 Lower Union, carriage manufactory 19 and 21 W. Widewater.  
 Nelson Charles, coach and harness maker, at A. Nelson's, r. 131 N. Ch.  
 Newsom Henry H. 29 E. Freemason.  
 Newcomb Mrs. V. A. rear of lot No. 46 E. Main.  
 Newton Cincinnatus W. r. 22 S. Granby, cor. Upper Washington.  
 Newton Lucius, 15 W. Main, r. 6 S. Catharine.  
 Newton Dr. Thos. 78 W. Bute.  
 Newton Mrs. Margaret, w. 6 S. Catharine.  
 Ney J. dealer in pictures, books and fancy articles, n. east cor. Market Sq.  
 and Widewater st., r. 47 N. Fench.  
 Nichols Henry, cabinet maker, r. 5 Concord.  
 Nichols W. draw bridge toll house, east end Main.  
 Nicholson W. J. grocer, 82 S. Ch.  
 Nimmo Mrs. E. w. 8 Second Cross.  
 Nimmo Mrs. E. w. 11 York.

Nimmo Mrs. M. A. w. 28 N. Cumb. cor. Char.  
 Nobe J. blacksmith, r. 23 Union.  
 Noe Croel, brickmason, r. 1 Hartshorn's Court, cor. Holt.  
 Noland Mrs. —, 157 E. Main.  
 Noland Sarah, 69 E. Widewater.  
 Norris Wm. R. grocer, 35 Mar. Sq. r. 18 S. Duke.  
 Northington Rich'd. agent and collector, bds. at 37 N. Church.  
 Nottingham Jos. carpenter, bds. at Mrs. Woodhouse's, cor. Freemason and Church.  
 Nottingham Thos. J. grocer, 67 S. Ch.  
 Nottingham Wm. J. hat and cap store, 23 Market Sq. r. 44 N. Cumb.  
 Nuan Richard, cordwainer, 30 W. Widewater.

## O.

Oast Mrs. Mary, w. 98 S. Ch.  
 O'Brien D. upholsterer, 46 S. Ch.  
 O'Brien D. cabinet maker, 8 W. Bute.  
 O'Grady Miss H. 74 W. Freemason.  
 Odend'hal Jean, professor of French, N. M. Academy, r. 6 S. Boush.  
 Olden James, trimmer, at Nelson's coach factory.  
 Olds & Jemison, bowling alley, 13 Commerce.  
 Oliver C. B. gunner, U. S. N., 72 W. Bute.  
 Oliver S. T. carpenter, 88 N. Ch.  
 Olmstead Edward, U. S. N., Mrs. Emerson's.  
 O'Neil Peter, r. 39 S. Catharine.  
 Oppenheimer R. fruits, toys and candy, 48 S. Ch.  
 Orston G. laborer, 69 E. Bute.  
 Osborn J. J. la. 211 N. Ch.  
 Ott Mrs. Jane, w. 73 E. Main.  
 Outten Capt. Geo. F. farmer, Lambert's Point Road, near the city.  
 Owen B. P. h. carpenter, r. 34 S. Ch.  
 Owen Pierson, grocer, 95 E. Main, cor. S. Fench.  
 Owens Mrs. J. w. 15 S. Cumb.  
 Owens Mrs. L. A. w. 22 S. Ch.  
 Owens Thos. F. dry goods store, 1 Market Sq., r. 22 S. Ch.

## P.

Page W. R., U. S. N. boards at National Hotel.  
 Palmer Philip, rigger, sexton Christ Church, 143 E. Widewater, r. 11 Ad-  
 dington's l.  
 Palmer Mrs. E. w. 100 E. Main.  
 Palmer Mrs. Ruth, w. 12 N. Boush.  
 Pannell Mrs. Courtney, w. 6 Amelia.  
 Pannell William & Son, auctioneers and commission merchants, 11 Roan-  
 oke Square.  
 Pannell William, auctioneer, r. 3 Southgate's row, E. Freemason.  
 Pannell William M. runner Farmers' Bank, r. 49 N. Fenchurch,

- Parker George, stone mason, r. 61 E. Widewater.  
 Parker N. W. commission merchant, office, Southgate & Dickson's whf.,  
 corner Church, r. 2 S. Duke, corner Freemason.  
 Parker I. H., surveyor, Custom H.  
 Parker Caleb, coach smith at Nelson's.  
 Parker Samuel, 63 S. Church, corner Bermuda.  
 Parker William, mariner, 15 Talbot.  
 Parker Mrs. S. w. 8 Stone's l.  
 Parker Charles, seaman, r. 49 S. Ch.  
 Parks Miss M. milliner, 83 S. Ch.  
 Parr Miss S. 25 N. Cath.  
 Parrott Mrs. E. S. w. 120 W. Freemason.  
 Parrott Robert D. carpenter, 120 W. Freemason.  
 Parrott Robert, accountant, 120 W. Freemason.  
 Parsons Lorenzo, accountant for Stewart & Jones, boards at Mrs. Land's,  
 28 W. Main.  
 Patton Thomas, grocer, 30 Avon, corner Cove.  
 Patterson Mrs. J. w. 115 N. Ch.  
 Patterson Robert, (col.) mariner, 41 Hawk.  
 Patterson E. P. cordwainer, 61 S. Ch.  
 Patrick Thomas, wood worker at Nelson's coach factory.  
 Paul S. W., r. 103 E. Main.  
 Paynter N. merchant, r. 63 Bermuda.  
 Pearson E. T. clerk, r. 81 N. Church.  
 Pearson Nicholas, marine U. S. N. 5 S. Brewer.  
 Pebworth J. grocer, 70 P. A. Road.  
 Pebworth William, caulker, 11 Proby's l.  
 Peddle Benjamin, refectory, 27 lower Union.  
 Peed Lemuel, turner at Salusbury's cabinet manufactory, r. 28 N. Church.  
 Peed William B. brick mason, r. 24 James.  
 Peet William, cordwainer, 28 Bank.  
 Pegram, Paynter & Co. importers and wholesale and retail dealers in dry  
 goods, 2 corner E. Main and Market Square.  
 Pegram Lieut. R. B., U. S. N., 28 York.  
 Pepper's Restaurant, 28 E. Main, corner Boush's l.  
 Peirce H. & A. dry goods store, 3 Market Square, board at City Hotel.  
 Perier F. A. merchant, r. 61 W. Main.  
 Petree William T. blacksmith, 164 N. Church.  
 Petty Joseph, laborer, 22 P. A. Road.  
 Petty F. 14 P. A. Road.  
 Pendleton, E. grocer, 6 Market Square, r. 16 W. Freemason.  
 Phelps James H. lottery office, 1 W. Main, boards at City Hotel.  
 Phillips Capt. mariner, 43 W. Main.  
 Phillips William, livery stable, 6 S. Church.  
 Pierce Mrs. Elizabeth, w. 39 N. Fenchurch.  
 Pinkam Mrs. Lydia, w. boards at 24 W. Main.  
 Pipkin Mrs. M. w. boards at Mrs. Emerson's.  
 Pitcher Wm. B. shoe dealer, 9 Market Sq.  
 Plume & Co. ropewalk and tannery, James st., near Armistead's Bridge,  
 office, 20 W. Widewater.

Poindexter Lieut. Carter B., U. S. N., r. 5 N. Catharine.  
 Pointer J. A. measurer of grain, &c., r. 132 N. Fenchurch.  
 Pollard James G. dry goods store, 11 Market Square, r. 37 Mariner.  
 Pollard G. L. attorney at law, office 26 W. Main.  
 Pollard Benjamin, r. 29 S. Granby.  
 Pollard Mrs. Mary, w. boards at Mrs. Emerson's, 53 W. Main.  
 Pollard L. P. teacher, 62 S. Fenchurch, corner Bermuda, boards at Mrs. Emerson's.  
 Poor Lieut. C. H., U. S. N. 7 Southgate's Row, E. Freemason.  
 Poole George, (col.) barber, r. 8 York.  
 Portlock Edward E. clerk at Bonsal & Bro's, r. 33 N. Cumberland.  
 Posse Theo. professor of music, boards at Mrs. Cosby's, 16 W. Main.  
 Potts Mrs. S. W. w. 33 Moseley.  
 Powell Peter, sail-maker, 7 Dodd's l.  
 Powell M. A. grocer, 91 N. Church.  
 Powell — oysterman, 5 Moseley.  
 Powell Thomas, laborer, 7 Holly Place.  
 Powell James, grocer, 31 N. Church.  
 Powell Benjamin, carpenter, r. 50 W. Freemason.  
 Powers L. A. painter, 21 E. Charl.  
 Powers Albert, coach-maker, r. 8 Yaxley's l.  
 Pratt Mrs. Mary, fruit and candy store, 54 S. Church.  
 Preston Robert G. clerk at Am. Ins. Co. 46 Bank, r. 22 S. Chapel.  
 Prime William S. boot and shoe store, 48 E. Main.  
 Preus & Co. watchmakers, 84 S. Ch.  
 Prince James, grocery, 52 W. Queen.  
 Pruden William, cordwainer, 87 E. Main.  
 Pullen J. M. coach repository and manufactory, 28 lower Union, 23 and 25 E. Widewater, saddle and harness manufactory, 5 lower Union, r. 55 Bermuda.  
 Pugh Mrs. L. w. 2 Reardon Court.  
 Purdie J. E. boarding house, 37 Bank.  
 Pumphrey N. carpenter, 22 W. Charl., r. 12 S. Brewer.  
 Pusey Miss Ann, 25 N. Catharine.

## Q.

Quarles Moses, laborer, 1 Avon.  
 Quinn J. grocer, 147 E. Widewater, corner Newcastle.

## R.

Raincocke Mrs. Rebecca, w. 10 Dartmouth.  
 Ramsay Charles, grocer, 62 E. Main.  
 Ramsay Miss Eliza, teacher, 7 N. Cumb.  
 Ramsay Robert, cabinet worker at J. D. Ghiselin's, r. 22 S. Cumb.  
 Ransone James H. lieut. city watch, r. 34 S. Fench.  
 Ransone J. R. harness maker and saddler at Nelson's.  
 Rapp Mrs. J. confectionary and soda water, 8 Bank.

- Rawls H. O. boards at Mrs. Langley's.  
 Rawls J. r. 26 Cove.  
 Rawls W. grocer, 58 N. Cumb.  
 Read & Ayars, grocers, 21 S. Ch. corner Holt.  
 Read L. S. & Co. building 17 W. Widewater, corner Commerce, r. 16 N. Fenchurch.  
 Reardon T. R. & Co. wholesale and retail grocers, 8 Roanoke Square.  
 Reardon H. B. r. 11 S. Catharine.  
 Red Edith, 7 Yaxley's l.  
 Redmond J. T. grocer, 38 and 40 Market Square.  
 Reed Joshua D. hat manufactory, 26 Market Square.  
 Reed Mrs. Eliza, milliner, 58 S. Church.  
 Reed J. H. silver plater, 30 Loyall's l., r. 5 Avon.  
 Reed William, h. carpenter, r. 58 S. Church.  
 Reid Charles, comm'n merchant, office Soutter's whf. r. 133 E. Main.  
 Reid George, wholesale grocer and comm'n merchant, 1 Newton's wharf, r. Cedar Grove.  
 Reid Wm. comm'n merchant, 6 Roanoke Sq., r. in Portsmouth.  
 Reilly T. J. D. tobacconist, 2 Newton's whf., r. 44 S. Fenchurch.  
 Revell Miss H. 45 W. Main.  
 Reynolds Mrs. Maria, w. 24 W. Main.  
 Reynolds S. mariner, 74 N. Ch.  
 Rhea Robert, grocery and refectory, 10 and 12, r. 14 Loyall's l.  
 Rice J. seaman, 11 Hawk.  
 Riddick R. R. dry goods store, 68 S. Ch.  
 Ridley John, brick mason, r. 45 N. Cumb.  
 Rippen Mrs. E. w. 66 W. Bute.  
 Riston James, segar maker, 100 S. Church.  
 Roberts Wm. D. jr., stove depot and tin plate manufactory, 7 W. Widewater, corner Roanoke Square, boards at City Hotel.  
 Roberts Wm. D. sr. harbor master, Campbell's whf., r. 81 York.  
 Roberts Mrs. Martha, w. 99 S. Church.  
 Roberts J. H. 10 N. Brewer.  
 Roberts Lemuel, measurer of corn, &c., r. 21 S. Cath.  
 Roberts N. G. measurer of grain, &c., boards at 21 S. Cath.  
 Roberts Thomas, public house and bowling alley, 27 Littlewater.  
 Roberts — 66 E. Bute.  
 Robertson & Branda, com. merchants, 1 McPhail's whf.  
 Robertson Mrs. F. w. 99 E. Main.  
 Robertson Harrison, attorney at law and comm'r of deeds, office in Norfolk Savings Bank building, r. 99 E. Main.  
 Robertson Wm. clerk at Gordan's banking house, r. 99 E. Main.  
 Robertson Gilbert, druggist, 5 Market Sq., r. 99 E. Main.  
 Robertson Jos. H. attorney at law, register Norfolk city, off. in City Hall Sq., r. 36 S. Boush.  
 Robertson Francis O. r. 8 S. Boush.  
 Robertson Moses P. merch't, (firm of E. P. Tabb & Co.) r. 40 S. Boush.  
 Robertson Duncan, merchant, Consul for Sweden and Norway, r. 68 W. Bute.

Robertson James, (col.) barber and hair dresser, 35 W. Main, corner Commerce, r. 10 Reardon Court.  
 Robins J. farmer, Lambert's Point road, near the city.  
 Robinson Miss Ruth, teacher, 18 E. Freemason, cor. Cumberland.  
 Robinson Dr. Edmond C. dentist, bldg. 25 E. Main, r. 24 S. Catharine.  
 Robinson Henry, teacher, school-room 22, r. 24 N. Cumb.  
 Robinson Wm. V. at R. Rhea's, 10 Loyall's l.  
 Rogers Wm. measurer, r. 53 S. Ch. (Masonic Lodge.)  
 Rogers John, shipwright, r. 24 S. Chapel.  
 Rogers Wm. B. accountant for A. Briggs, r. 38 N. Cumberland.  
 Rogers Wm. lumber inspector, r. 12 S. Boush.  
 Rogers Mrs. Mary, w. 1 Virginia.  
 Rogers R. J. carpenter, 48 N. Church.  
 Rolland H. runner Virginia Bank, r. 7 Cove, lot in front.  
 Rose, Dr. R. W. off. bldg. 31 E. Main, boards at N. W. Parker's.  
 Rosson Wm. brick mason, 32 N. Ch.  
 Rosson Jos. carpenter, S. Chapel, r. 10 Virginia.  
 Row Wm. B. mariner, 8 Barraud Court.  
 Rowan Mrs. E. w. 34 W. Main.  
 Rowland & Bro. com. merchants, 24 Rowland's whf.  
 Rowland Jno. H. merchant, r. 32 S. Cath.  
 Rowland Wm. com. merchant, 22 Rowland's whf., r. 64 W. Main.  
 Rowland Chas. merchant, r. 10 S. Cumb.  
 Rudder J. K. sail-maker, r. 32 S. Ch.  
 Rudder C. cabinet maker, r. 27 S. Ch.  
 Rulon Job, cordwainer, 5 Boush's l.  
 Rulon Saml. coach smith, at Mayer's, r. 7 Boush's l.  
 Runaldue J. A. tobacconist, r. 15 Concord.  
 Russell Mrs. D. w. 74 W. Queen.  
 Ryan Mrs. Cath. w. 21 Bermuda.

## S.

Sale E. merchant, r. 23 E. Charlotte.  
 Sale Jno. H. architect and h. carpenter, off. over Bruff's dry goods store, r. 3 S. Church.  
 Salusbury & Bro. manufacturers of cabinet furniture and piano dealers, 58 and 60 E. Main.  
 Salusbury L. r. 63 S. Fench.  
 Salusbury Jno. r. 10 N. Fench.  
 Santos M. A. & Son, druggists 3 & 5 E. Main, head of Market Sq. near Bank st.  
 Santos M. A. druggist, Portuguese Consul, r. 10 W. Freemason, c. Brewer.  
 Santos Chas. druggist, bds. at Mrs. Emerson's, 53 W. Main.  
 Sanford D. 9 Fox.  
 Sarlouis M. dry goods store, 46 S. Ch.  
 Sarlouis Bazaleel, clerk, 46 S. Ch.  
 Saun H. refectory 40 Metcalf's l.  
 Saunders Mrs. Harriet, w. 23 Bermuda.  
 Saunders Jas. A. merch. r. 53 W. Freemason.



- Saunders Captain John L, commr. U. S. S. Pennsylvania, r. 98 north side W. Freemason, cor. Dunmore.
- Saunders John C. discount clerk Farmers' Bank, r. 20 S. Catharine, near Wolfe.
- Saunders Alexr. confectioner, 93 N. Church.
- Savage C. R. grocer, 48 r. 60 Bermuda.
- Savage P. B. clerk, 12 N. Fenchurch.
- Sawyer S. T. editor Southern Argus, Commr. of Deeds, office 4 Roanoke Sq. r. 68 W. Main.
- Sayer Miss E. 10 S. Granby.
- Scantling Miss M. 32 Bermuda.
- Scribner J. E. plasterer, 18 N. Boush, cor. Charlotte.
- Scott Lieut. G. H., U. S. N. bds. at National Hotel.
- Scott Wm. tailor, r. 7 S. Brewer.
- Schleigh Mrs. Elizabeth, w. rear 31 S. Cath.
- Schwarzkopf W. clerk, 47, bds. 102 E. Main.
- Schwarzkopf C. variety fancy store, 47, r. 102 E. Main.
- Schliecker P. F. grocer, 25 Maxwell's wharf, r. 31 Mariner.
- Schisano Pascal, crockery and glassware dealer, Vice Consul for France, 71 East Main.
- Seaburry F. W. shoe dealer and manufacturer, 13 Market Sq. r. 74 East Main.
- Seal W. D. grocer, 37 Market Sq. r. 43 N. Chumberland.
- Searls Wm. butcher, r. 73 York.
- Searls Robert, butcher, r. 44 James.
- Segar Mrs. Charlotte, boarding house, 50 and 52 E. Main, near Ch.
- Selden Drs. Wm. & Henry, office 23 E. Main.
- Selden Dr. H. bds. at Mrs. Emerson's, 53 E. Main.
- Selden Dr. Wm. r. 3 N. Cath. near Freemanson.
- Selden John, carpenter, r. 79 York.
- Selden Mrs. Catharine, 11 Botetourt, corner Freemason.
- Sexton Wm. carpenter, 7 Yaxley's l.
- Seymour Mrs. Jane, w. 94 W. Bute.
- Shanahan Mrs. E. w. 51 W. Main.
- Sharp Wm. W. attorney-at-law, President Exchange Bank, r. 78 E. Main.
- Sharp Chas. attorney-at-law, office 24 W. Main.
- Sharp Louis, clerk at 23 Maxwell's wharf.
- Shaw E. farmer, Lambert's Point road, near the city.
- Sheffield Geo. W. prof. Norfolk Academy.
- Sheild Chas. H. wholesale grocer and com. mercht. 5 Newton's wharf, r. 16 S. Granby.
- Sheild Mrs. w. 102 W. Bute, corner Princess.
- Shepherd Mrs. Sarah, w. 3 N. Cumb.
- Shepherd Mrs. —, 7 Hartshorn's Court.
- Sherwood Wm. grocer, 8 Campbell's wharf.
- Shettle Henry, butcher, r. near the city, west of Armistead's bridge.
- Shettle Daniel. r. near Armistead's bridge.
- Shields Wm. C. (formerly editor Daily Courier), printing office, building 12 W. Widewater, r. 54 S. Fenchurch.
- Shields Capt. Hamilton, r. 15 E. Freemason.

- Shields G. W. & J. E. editors and proprietors Daily Courier, office building  
12 W. Widewater, r. 54 S. Fenchurch.
- Schildeshim Alexr. dry goods store, 79 E. Main.
- Shipp Josiah, cooper, 18 East Widewater, r. 34 Bermuda.
- Shipp Wm. coach maker, r. 27 N. Church.
- Shipp Moses, dry goods 88, groceries 90, S. Church, near Main.
- Shrives Mrs. S. w. 118 w. Freemason.
- Shuster John, boarding-house, 26 S. Church.
- Shuman Wm. grocer, ———.
- Sigourney Andrew, r. 70 West Main.
- Sikes Mrs. Elizabeth, w. 14 S. Ch.
- Sikes Wm. carpenter, 117 N. Ch.
- Sikes Z. carpenter, r. 52 N. Cath.
- Sikes Wm. E. machinist, r. 17 W. Bute.
- Sikes S. carpenter, 4 Proby's lane.
- Sikes Jesse H. sash and blind manufactory, 37 Lower Union, cor. Ch.
- Sikes Wm. carpenter, r. 44 James.
- Sikes Wm. turner, r. 43 N. Fench.
- Silvester Dr. R. W. office 20 W. Main, r. 7 S. Granby.
- Silver M. seaman, near east end Lower Union.
- Simcoe H. 17 Addington's l.
- Simington W. C. teacher, 37 Bermuda.
- Simkins Mrs. M. 39 S. Cumberland.
- Simmons D. D. Commission merchant, 32 Commerce, r. 12 W. Freemason,  
cor. Brewer.
- Simmons Geo. carpenter, r. 22 Talbot.
- Simmons A. grocer, 19 N. Ch.
- Simmons M. 49 S. Ch.
- Simpson John E. 11 S. Granby.
- Simpson Geo. shipwright, r. 62 W. Queen.
- Simpson Joseph, coach painter, at Pullen's.
- Sinclair, Lieut. Arthur, U. S. N. r. 6 Upper Washington.
- Sirach J. H. 31 E. Main, bds. at City Hotel.
- Sisters of Charity, 1 S. Fench. corner mariner.
- Skidmore Solomon, caulker, r. 16 Ayon.
- Skinner J. B. Beacon News Room, r. 29 Talbot.
- Skinner Capt. Jas. pilot, r. 21 S. Duke.
- Skinner Henry, grain measurer, 26 James.
- Smelly Mrs. E., 65 W. Queen.
- Smiley James, grocer and tallow chandler, 21 N. Church.
- Smith J. M. & bro., commission merchants, off. in Tobacco Warehouse,  
Town Point, entrance on south side.
- Smith J. Marsden, merchant, r. 2 S. Chapel cor. Mariner.
- Smith Wm. H. mercht., r. 17 north end Princess.
- Smith John, public house, 31 Littlewater.
- Smith James, dry goods store, 45 E. Main, bds. at City Hotel.
- Smith A. 5 Addington's l.
- Smith Chas. A. dry goods store, 78 S. Ch.
- Smith Thos. L. carpenter, 5 Dodd's l.
- Smith Mrs. Martha, w. 13 Avon.
- Smith Fredk. printer, r. 13 Avon.

Smith Isaac M. architect and carpenter, shop Grauby near Stone Bridge,  
bds. at G. Groner's W. Charlotte.  
Smith Mrs. S. w. 52 S. Church.  
Smith Wm. mariner, 30 S. Fench.  
Smith Mrs. S. w. 48 N. Church.  
Smith Rev. Leonidas L. principal Female Institute, r. 90 E. Main.  
Smith Rev. Aristides S. principal Female Institute, Holt cor. 2d Cross.  
Smith L. pavier, 23 N. Brewer.  
Smith Wm. boatswain, U. S. N., r. 49 N. Brewer.  
Smith Mrs. Evelina, w. 3 S. Cath. near Freemason.  
Smith Mrs. S. W. w. 152 N. Church.  
Smith Mrs. Mary A. tailoress, bldg. 22 Bank.  
Smith Mrs. M. A. seamstress, Proby's l.  
Smith G. J. baker, 27 Bank.  
Smith Jno. W. 18 James.  
Smith Mrs. Sarah, w. 54 S. Ch.  
Sneed Sarah, w. 88 E. Main.  
Snider Wm. sailmaker, r. 34 W. Water, cor. Commerce.  
Sorey Wilson B. auctioneer and commission merchant, 3 Roanoke Sq., r.  
85 E. Main.  
Sorey Nathaniel, clerk, r. 17 rear 85 E. Main.  
South Wm. mariner, 33 W. Main.  
Southall Turner, bds. at Mrs. Emerson's.  
Southall Mrs. w. 13 S. Cath. cor. of Wolfe.  
Southgate John, off. Southgate & Dickson's wharf, cor. of Church, r. 34 S.  
Catharine.  
Southgate Wright, cashier Exchange Bank, r. in bank bldg.  
Southgate Fred'k. W. r. 31 S. Granby.  
Southgate Wm. C. discount clerk Exchange Bank, r. in Bank bldg.  
Soutter R. & Co. commission merchants, Soutter's whf.  
Soutter Mrs. R. 86 E. Main.  
Spangler F. painter, r. 100 N. Church.  
Spangler Wm. painter, 38 E. Widewater, r. 12 N. Ch.  
Spann Mrs. Julia, w. 72 Upper Union.  
Sparrow Capt. W. mariner, 59 W. Widewater.  
Spady Capt. Wm. mariner, 5 Voss.  
Speed Jesse, pilot, 4 Lower Washington.  
Spence Alex. cooper, r. 9 Barraud Court.  
Spence Geo. cordwainer, 25 N. Brewer.  
Spence Mrs. — gentlemen's furnishing store, 22 E. Main.  
Spence Fred'k. bowling saloon, 17 Calvert's lane.  
Spratley Capt. Jos. bds. at Alex. Cunningham's 40 S. Fenchurch.  
Spratley Wm. S. gun store, 14 lower Union, r. 9 E. Wolfe.  
Spratt Thos. tin plate worker, r. 8 Newcastle.  
Spratt Thos. 88 E. Main.  
Spratt S. W. huckster, r. 11 N. Cath.  
Spratt Thos. huckster, confectionary and fruit store, 2 Bank.  
Stahl N. dry goods, 13 W. Main.  
Stand A. coach maker at Pullen's.  
Stanford J. J. sail maker, r. 18 Upper Union.  
Stanwod R. cooper, 139 E. Widewater.

Stark B. house carpenter, 8 Newton.  
 Stark Capt. Wm. U. S. M. C., Cath. next Exch. Bank, lot in Front.  
 Starr Rev. Wm. H. colporteur, r. 31 S. Cumb.  
 Stasser L. confectioner, 67 E. Main.  
 Stavro J. 40 W. Widewater.  
 Staylor Geo. W. butcher, 2 st. Calvert.  
 Steed Mrs. Julianna M. w. bds. at Mrs. Goodridge's.  
 Steed Jas. M. gauger of liquors, &c., off. E. Widewater, near cor. of Market Sq., r. 34 Bermuda.  
 Stephens Jas. mariner, 10 Reid's l.  
 Steunagel Philip, butcher, 24 Lower Union.  
 Stevens & Butt, wholesale and retail hat and cap store, 7 Market Sq.  
 Stevens Rich. H. hat dealer, bds. at City Hotel.  
 Stevens Wm. accountant at Stevens & Butt's, r. 232 N. Church.  
 Stevens A. rigger, r. 8 East.  
 Stevenson Coalman, mariner, rear 30 Metcalf's.  
 Stevenson C. tailor, 63 E. Main.  
 Stewart & Jones, importers and dry goods dealers, 25 E. Main, head of Market Sq.  
 Stewart Wm. P. dry goods dealer, r. 123 E. Main.  
 Stewart Wm. B. grocer, 11 W. Main.  
 Stewart John, mariner, 11 Dodd's l.  
 Stokes Mrs. F. w. 34 N. Church.  
 Stokes Mrs. M. w. 82 Cross.  
 Stokes T. blacksmith, r. 25 S. Cath.  
 Stone Chas. F. r. 167 E. Main.  
 Stone Col. Simon, grocer, 31 Market Sq., r. 57 W. Charlotte.  
 Stores Wm. K. shoe manufacturer, at S. O. Merwin's, r. 209 N. Ch.  
 Storey Mrs. Susan, w. 1 Rothery's l.  
 Strange Prof. J. B. Norfolk Military Academy, r. 6 N. Cath., near Freemason.  
 Strawhand Jas. 99 N. Cumberland.  
 Streeter J. J. gardener, 11 N. Duke.  
 Strepple J. P. machinist, 131 E. Widewater.  
 Stribling Capt. C. K., U. S. N., r. 82 E. Main.  
 Stringer B. T. la. 172 N. Ch.  
 Stubbs Simon S., Mayor Norfolk city, law off. in (Mechanics Hall) r. W. Main, near Granby, lot in front.  
 Stumph T. B. livery stables, 126 and 128 S. Church, r. 127 E. Main.  
 Sturgis Mrs. M. w. 61 E. Widewater.  
 Summers E. cooper and lumber inspector, 9 Lower Washington, r. 19 S. Char., near Cumb.  
 Swain Levi, carpenter, 84 W. Bute.  
 Sweeney Miss E. 25 N. Catharine.  
 Switzer R. J. dry goods store, 8 Lower Union.  
 Switzer L. clothing store, 3 W. Widewater.

## T.

Tabb E. P. & Co. hardware dealers, 17 E. Main, fronting Market Sq.  
 Tabb E. P. r. 104 E. Main.  
 Tabb Thos. C. attorney at law, off. and r. 76 E. Main.

- Tally Geo. carpenter, Barraud Court.  
 Talbot Mrs. —, w. 63 W. Main.  
 Talbot Wm. H. 63 W. Main.  
 Tarton S. r. 8 Barraud Court.  
 Tatem W. T. grocer, 77 S. Church.  
 Tarrant C. carpenter, 14 W. Bute.  
 Tarrant Francis, butcher, r. Lambert's Point Road.  
 Taylor Walter H. & Co. importers of brandies and wines, wholesale and  
 .retail grocers, 12 Roanoke Sq.  
 Taylor Robert E. attorney at law, off. 46 W. Main, r. 26 S. Catharine.  
 Taylor Walter H. merchant, r. 69 W. Freemason.  
 Taylor Wm. grocer, 25 Metcalf l.  
 Taylor Wm. blacksmith, 33 Lower Union, r. 5 N. Ch.  
 Taylor Mrs. Susan, w. mantua maker, 30 W. Main.  
 Taylor Wm. A. brickmason, 16 N. Church.  
 Taylor Tazewell, attorney at law, President Norfolk Savings Bank, office  
 above, r. 105 E. Main.  
 Taylor Capt. B. mariner, 4, 2d Cross.  
 Taylor James, mariner, 30 N. Fenchurch.  
 Taylor Mrs. S. w. 31 W. Queen.  
 Taylor Capt. R. pilot, 34 W. Queen.  
 Taylor Wm. E. r. 88 W. Bute.  
 Taylor I. C. C. merchant, r. 10 N. Granby.  
 Taylor Mrs. Sarah, 27 S. Granby, cor. Wolfe.  
 Taylor Mrs. Richard, w. 69 W. Freemason.  
 Taylor Mrs. John, w. 5 S. Cath.  
 Taylor Mrs. A. B. w. 9 Dartmouth.  
 Tazewell, Ex-Governor Littleton W. west side S. Granby, court in front.  
 Tazewell Mrs. —, w. bds. at City Hotel.  
 Tebault Mrs. —, r. 8 N. Brewer.  
 Tebo Wm. collector, 82 W. Queen.  
 Terrall N. M. plasterer, 82 W. Charlotte.  
 Thayer C. dealer in fruit, &c., 6 Newton's Wharf, r. 16 S. Duke.  
 Thomas B. overseer, 59 S. Church.  
 Thomas Wm. B. clerk, bds. at Mrs. Emerson's.  
 Thomas Wm. mariner, 115 S. Church.  
 Thomas E. C. merchant, r. 44 Bank.  
 Thomas Henry, la. 131 S. Church.  
 Thomas D. C. clerk, 14 Hartshorn's Court.  
 Thomas John, carpenter, r. 54 Holt.  
 Thomas Susan, w. 55 P. A. Road.  
 Thomson Wm. H. steamboat proprietor, r. west from Granby, near Stone  
 Bridge.  
 Thorogood James, boat builder, r. 28 N. Brewer.  
 Thorp Mrs. E. w. 67 N. Church.  
 Thrift Absalom, carpenter. r. 2 Marsh.  
 Thrift Stephen W. carpenter, r. 45 S. Fenchurch.  
 Thurston J. D. merchant, 21 Maxwell's Wharf, bds. at City Hotel.  
 Timberlake Francis, tin plate worker, 30 W. Widewater.  
 Timberlake Mrs. F. C. w. 35 Bermuda.

Tines Susan, seamstress, 20 Marsh.  
 Todd Merrit, merchant, r. 161 W. Bute.  
 Todd Mallory M. 11 W. Freemason, cor. Brewer.  
 Todd Dr. D. W. 4 Bank.  
 Tompkins J. J. cabinet maker, at J. C. Whitehurst's.  
 Tompkins Mrs. Maria B. w. 52 W. Freemason.  
 Toms A. C. merchant, r. 9 Bermuda.  
 Toy Thos. D. druggist, r. 41 N. Cumb.  
 Trail Mrs. J. w. 9 N. Church.  
 Trowbridge Mrs. —, w. 32 W. Main.  
 Trudewind F. cabinet maker, 37 W. Main.  
 Truman J. laborer, 131 S. Church.  
 Tshudi Prof. R. B. Norfolk Military Academy, r. 23 S. Catharine.  
 Tucker Lieut. J. R., U. S. N., 42 S. Fench.  
 Tulane Jas. tailor, r. bldg. 3 Market Sq.  
 Tullock H. shipping master, r. 37 Nicholson.  
 Tumbleson Mrs. J. w. 71 N. Church.  
 Tunis John, r. 1 S. Granby, cor. Freemason.  
 Tunstall A. book-keeper Farmers' Bank, r. P. A. Road, near the city.  
 Tunstall Dr. R. B. 50 S. Fench.  
 Turner Samuel, sail-maker, — Proby's l.  
 Turner Wm. H. shoe dealer, r. 16 S. Fench.  
 Turner Thos. brick mason, 16 N. Church.  
 Turner Thos. M. C. clerk at J. M. Freeman's, 29 Main, cor. Talbot.  
 Turner Edward, clerk, 89 W. Bute.  
 Tyler Wm. F. dep. serg't Norfolk city, off. 38 Bank, r. 27 Bermuda.

## U.

Umstadter Jacob, dry goods store, 70 S. Church, clothing store, 4. W. Widewater.  
 Underhill Francis, carpenter, r. 4 Plume.  
 Underhill ——— carpenter, 61 W. Queen.  
 Upshur Capt. C. mariner, 39 N. Cumb.  
 Upshur Dr. Geo. L. off. 57 S. Fench., r. 7 Bermuda, cor. Fenchurch.  
 Upshur Capt. Geo. P., U. S. N., r. 11 E. Freemason.  
 Usher J. D. r. 122 E. Main.

## V.

Vanderberry J. 35 York.  
 Vaughan A. M. 1st clk. at P. O., r. 124 W. Bute.  
 Vaughan Jere'h, grocery, 12 Commerce.  
 Vaughan Wm. block and pump maker, r. 93 E. Main.  
 Veale Mrs. G. w. grocery, 14 Bank.  
 Veale S. R. proprietor Union Hotel, 18 Union, near Market Sq.  
 Vesey Wm. merchant, boards at Mrs. Segar's.  
 Vickery Capt. Jacob, gauger of foreign wines, liquors, &c., Custom House, r. 22 S. Catharine.

Vickery Capt. Jacob Jr. book-seller, boards at City Hotel.  
 Vickery Mrs. J. w. 16 S. Boush.  
 Vickery & Griffith, booksellers and piano dealers, 19 E. Main, fronting  
 Market Sq.  
 Voste Mrs. Harriet, w. 6 Marsh.

W.

Waddy Miss E. teacher, 143 E. Main.  
 Wales Asaph, lumber inspector, r. 136 E. Main.  
 Walke David, r. 26 Falkland.  
 Walke Richard, cashier Norfolk Savings Bank, r. 144 E. Main.  
 Walke Wm. insurance agent, off. 38 Bank, r. 144 E. Main.  
 Walker N. & Co. clothing store, 31 E. Main, cor. Talbot.  
 Walker Thos. F. segar maker, r. 17 Talbot.  
 Walker John, lumber inspector, office E. Widewater, r. 2 S. Cumb.  
 Walker Edward, grocery, 69 E. Widewater.  
 Walker Henry, machinist, 5 E. Charl.  
 Walker Henry B. C. turner, r. 54 N. Ch.  
 Wallace E. public house, 35 Widewater, grocery, 14 Commerce.  
 Walters Bray B. proprietor City Hotel.  
 Walters Wm. A. upholsterer and paper hanger, 26 E. Main.  
 Walters George, tailor, 56 S. Church, r. 12 Bermuda.  
 Ward L. T. 56 N. Church.  
 Ward Mrs. J. A. boarding house, 3 Hill.  
 Ward Wm. butcher, brokerage and exchange office, 31 Market Square, r.  
 52 York.  
 Ward Wm. 114 W. Freemason.  
 Warren T. B. 59 S. Church.  
 Warren J. shipwright, r. 72 N. Ch.  
 Warren D. carpenter, 31 S. Ch.  
 Warren Mrs. M. M. w. 18 W. Freemason, near Brewer.  
 Warren Robert W. 100 E. Main.  
 Waring Francis, British Consul, r. 38 S. Boush, cor. Tazewell.  
 Waterfield John W. 3 Holly Place.  
 Watlington & Bro. grocers and comm'n merchants, 22 W. Widewater.  
 Watlington J. O. grocer, r. 3 N. Fenchurch.  
 Watson Edward, cordwainer, 42 E. Main, r. 236 N. Church.  
 Watson Mrs. Jane. w. boards at Mrs. Emerson's.  
 Watson Capt. W. L. mariner, 65 S. Church.  
 Watt Wm. eating-house, 5 Newton's l.  
 Watt Alexr. tailor, r. 11 Plume.  
 Webb John M. cabinet maker, 23 Williamson's lane.  
 Webb L. W. & Co. grain and hay dealers, 7 Roanoke Sq.  
 Webb Wm. B. accountant, office Loyall's lane, r. 18 S. Chapel.  
 Webber John, boarding house, 72 W. Widewater.  
 Webber W. G. grocer, 8 S. Church, opposite Mariner.  
 Webster Nancy, 113 E. Widewater.  
 Weil Moses, clothing store, 18 Market Sq.  
 Welch Sarah, w. 63 S. Church.

- Wellons Mrs. H. w. mantua maker, 32 Bank.  
 Welner Fredk. pavier, r. 52 E. Bute.  
 Wenning Benjn. carpenter, 104 S. Ch.  
 Werckmuller Mrs. E. millinery and fancy goods, 33 E. Main, near Market Square.  
 West Robert, 27 S. Duke.  
 West Thomas B. clerk at Navy Agent's office, r. 62 W. Bute.  
 West J. G. wheelright, 62 N. Church.  
 Weston Mrs. A. mantua maker, 7 S. Ch.  
 Weston J. Cary, bds. at City Hotel.  
 Westray Levi, clerk, r. 43 S. Cath.  
 Wheeler Charles, rigger, 35 Nicholson.  
 Wheeler D. accountant, at Plume & Co.'s, bds. at National Hotel.  
 White & Sale, grocers, 4 Campbell's wharf.  
 White John S. painter, r. 13 Dodd's l.  
 White Wm. T. coach Smith, 44 Lower Union, r. 38 N. Ch.  
 White Thos. blacksmith, 14 Avon.  
 White —, shipwright, bds. at Mrs. Woodhouse's.  
 White James G. carpenter, r. 64 N. Ch.  
 White Elisha, woodman, 73 James.  
 White J. 37 N. Cumberland.  
 White Wm. carpenter, 58 N. Ch.  
 White Jesse, carpenter, sexton 1st M. E. Church, 19 S. Cumb.  
 White Mrs. Martha, w. teacher, 24 S. Cumb. near Wolfe.  
 White James N. cabinet maker, at Ghiselin's, bds. at Wm Taylor's.  
 Whitefield Thos. pilot, 1 Bermuda.  
 Whitehead Dr. N. C. prest. Farmers' Bank, r. 2 E. Freemason, cor. Cath.  
 Whitehead Paul, deputy clerk court, bds. at Mrs. Emerson's.  
 Whitehead Wm. C. note clerk Farmers' Bank, r. 153 E. Main.  
 Whitehead John B. mercht. r. 30 S. Cath.  
 Whitehurst Jesse H. Daguerrean gallery, 14 E. Main, near Mar. Sq.  
 Whitehurst Peter H. 39 N. Fenchurch.  
 Whitehurst H. carpenter, 61 N. Ch.  
 Whitehurst J. C. cabinet maker, 75 S. Church.  
 Whitehurst J. J. grocer, 1 E. Widewater, next to Market Sq.  
 Whitehurst J. D. grocer, 33 P. A. road.  
 Whitehurst Wm. carpenter, 11 2d Boush.  
 Whitekin A. T. butcher, r. Ferry Point.  
 Whitelock Wm. 6 Commerce.  
 Whiteman Geo. 125 Ch. cor. Union.  
 Whitley Jerreh. 7 New.  
 Whitney Hammond, treasurer S. & R. R. Road, office in Portsmo. bds. at National Hotel,  
 Whiting John, block and pump maker, 13½ E. Widewater.  
 Whiting Mrs. N. w. N. Fench.  
 Whiting Thomas, bds. at City Hotel.  
 Whittle Conway, attorney-at-law, office 74 E. Main, r. 20 S. Boush.  
 Wyatt Francis C. carpenter, r. 15 E. Bute.  
 Wyatt John R. wood measurer, 51 Upper Union.  
 Wyatt Fountain, blacksmith, r. 20 Voss.



- Wickam Miss M. 10 S. Fenchurch.  
 Wicker J. J. grocer, 2 Fenchurch, cor. Mariner.  
 Wicker Joel, grocer, ———.  
 Wicker Wm. baker, Ch. near Main.  
 Wickings James, carpenter, r. 20 Cove.  
 Widgeon A. tailor, 63 Liberty.  
 Wilburn Capt. C. mariner, 21 E. Queen.  
 Wilder James, mariner, 44 S. Ch.  
 Wiles Mrs. E. w. 29 Cove.  
 Wiles J. Brown, near Princess.  
 Wilkerson Commo. Jesse, U. S. N. 26 W. Freemason.  
 Wilkerson S. stone mason, 48 W. Bute.  
 Wilkerson Joseph, stone mason 62 James.  
 Wilkinson John G. teller Exch. Bank, r. 155 W. Bute.  
 Wilkinson John N. accountant, bds. at 34 York.  
 Williams, Staples & Williams, com. merchts. 12 Fayette, corner McIntosh's wharf.  
 Williams P. D. boarding house, 76 W. Widewater.  
 Williams H. N. merchant, r. 67 W. Main.  
 Williams E. P. coach smith, at Nelson's.  
 Williams Miss Mary, 32 Bermuda.  
 Williams H. J. S. 44 Bermuda.  
 Williams M. carpenter, 78 N. Ch.  
 Williams —, wheelwright, 55, r. 82 N. Ch.  
 Williams R. 212 N. Ch.  
 Williams Capt. H. pilot, 33 Bank.  
 Williams N. oysterman, 36 Fox.  
 Williams Miss Ann, 19 James, corner Queen.  
 Williams Elizabeth, grocery, 70 James, corner Scott.  
 Williams Charles G. r. 32 N. Cumberland.  
 Williams John, C. C., office City Hall Sq. r. 21 N. Cath.  
 Williams James M. carpenter, bds. at Mrs. S. Land's, 8 S. Brewer.  
 Williams James, shipwright, r. 26 S. Boush.  
 Williamson Wilson, carpenter, r. 6 N. Cumberland.  
 Williamson Miss Mary, 32 Bermuda.  
 Willis William, carpenter, 32 E. Charlotte.  
 Wills Josiah, com. mercht. 23, 25 and 27 Commerce, r. 6 S. Granby.  
 Williston John, steam saw-mill, near Voss, r. 28 Voss.  
 Wilman —, stone-mason, 45 W. Main.  
 Wilroy N. B. grocery, 11 Campbell's wharf, bds. at Mrs. Cosby's.  
 Wilson Mrs. F., Va. and N. C. Hotel, 5 Com. near Main.  
 Wilson Josephus, dry goods store, 37 E. Main, bds. at City Hotel.  
 Wilson Charles, painter, 92 N. Ch.  
 Wilson George, Sr. farmer, r. Lambert's Point road, near the city.  
 Wilson Wm. stone-mason, r. 198 N. Ch.  
 Wilson J. M. coach painter, at Mayer's, r. 35 Bank.  
 Wilson J. shipwright, 23 West Widewater.  
 Wilson Nathaniel, farmer, r. 59 Holt.  
 Wilson Mrs. E. w. 17 S. Fench. cor. Holt.  
 Windsor O. (C. Hall & Co.) 1 E. Main, cor. Bank, r. above.

Wing Warren W., U. S. Deputy Marshall, Eastern Dist. Va. off. 19 West Main, r. 21 Brewer, near Wolfe.  
 Wing Mrs. Margt. w. 11 Talbot.  
 Wingfield S. W. accountant, bds. at Mrs. Shuster's.  
 Wise Mrs. A. M. w. 28 Avon.  
 Wisner Miss Elizabeth, 14 S. Ch.  
 Winslow Wm. T. grain measurer, r. 30 N. Ch.  
 Winslow Augustus, blacksmith, 35 E. Widewater, r. 12 S. Cumb.  
 Wolfe John M. baker, Roanoke Sq.  
 Womble Mrs. Margaret, w. r. 4 N. Cumb. near Freemason.  
 Wood Jas. carpenter, r. 9 Concord.  
 Wood Wm. ship-carpenter, r. 65 York.  
 Wood John, pilot, 17 Botetourt.  
 Wood Mrs. M. A. w. 19 Bermuda.  
 Woodhouse Wm. brick-mason, 2 Ch. cor. Freemason.  
 Woodhouse James, city watchman, 8 N. Ch.  
 Woodhouse Mrs. W. boarding-house, 2 Ch. cor. Freemason.  
 Woodhouse Jona. rear 10 S. Brewer.  
 Woodis Capt. Hunter, lawyer, attorney for city, office 44 Bank, r. 19 North Cath.  
 Woods L. grocer, 53 E. Widewater.  
 Woods H. P. bldg. 17 Widewater, cor. Commerce.  
 Woodward Mrs. Sarah, w. r. 42 Bermuda.  
 Woodward John, cabinet maker, 4 Stone's lane.  
 Woodward Richard, cabinet maker, r. 42 Bermuda.  
 Woodward James, r. 42 Bermuda.  
 Woodward Mrs. S. A. boarding-house, 69 Main, near Ch.  
 Worrell R. A. clerk in Navy Agent's office, r. 58 W. Freemason.  
 Wrenn A. blacksmith, r. 38 Bank.  
 Wrenn —, coachsmith at Pullen's.  
 Wright Dr. J. P. off. 32 W. Main, bds. at Mrs. Emerson's.  
 Wright Thos. L. locksmith and cutler, 3 Concord.  
 Wright Richard B. steamboat proprietor, 118 E. Main.  
 Wright Jos. 70 W. Bute.  
 Wright Capt. David, pilot, 26 Bank.  
 Wright Col. Stephen, r. 13 Catharine cor. Wolfe.  
 Wright John L. carpenter, r. 8 New.  
 Wynne Edw. boarding house, 57 W. Widewater.

## Y.

Young Capt. Edw. L. teacher, school room in Odd Fellow's Hall, Wolfe, r. 8 N. Duke.  
 Young Mrs. Martha, w. rear lot 44 W. Main.  
 Young Capt. T. O. mercht., commr. Norfolk Jr. Volunteers, r. 42 Bank.

## Z.

Zantzing Frank, com. mercht. 14 Roanoke Sq., bds. at National Hotel.  
 Zantzing Capt. J. P., U. S. N. bds. at National Hotel.  
 Zelin Major Jacob, U. S. Marine Corps, r. 51 S. Fenchurch.  
 Zwissler O. watchmaker and jeweller, 78½ S. Church.

## CITY GOVERNMENT.

### CORPORATION COURT.

Simon S. Stubbs, *Mayor*. Charles H. Sheild, *Recorder*.  
*Aldermen*.—Giles B. Cooke, Nicholas W. Parker, James Cornick, Nathan C. Whitehead, William G. Camp, Sylvanus Hartshorn, John G. Colley, Thomas Newton.  
 (Recorder and Aldermen elected June 24, 1851—to serve three years.)  
*Clerk*.—John Williams.  
*Sergeant*.—William B. Lamb, (elected in 1851 for three years.)  
*Deputy Sergeants*.—William W. Lamb, William F. Tyler, Geo. H. Miller.  
*Jailer*.—George H. Miller.  
*Attorney for the Commonwealth*.—James R. Hubbard.  
*Commissioners in Chancery, and for Stating Accounts*.—Mordecai Cooke, George Blow, Jr., John T. Francis.  
*Monthly Terms*.—4th Monday in each month; Quarterly Terms in February, April, July and October.  
*Croner*.—Giles B. Cooke.

### SELECT COUNCIL.

*President*.—John G. H. Hatton. *Vice-President*.—John Tunis.  
*Clerk*.—Thos. G. Broughton, Jr.  
 Wm. D. Roberts, Jr., Josiah Wills, Fred'k. W. Southgate,  
 Charles Reid, John Dickson, E. C. Robinson,  
 Chr. Hall, Henry B. Reardon, Wm. I. Hardy.

### COMMON COUNCIL.

*President*.—John Williams. *Vice-President*.—S. T. Sawyer.  
*Clerk*.—Jos. H. Robertson.  
 Wm. T. Harrison, John B. Whitehead, C. W. Newton,  
 Jos. R. Spratley, John H. Nash, Jas. E. Barry,  
 Ryland Capps, Chas. F. Stone, Wm. Ward,  
 T. J. D. Reilly, A. L. Hill, Rich. B. Wright,  
 John E. Doyle, Geo. W. Camp, Francis O. Robertson.

The Regular Meetings of the Common Council are held on the first Tuesday in each month.

### ORDINANCES, &c.

#### EXTRACT FROM THE CITY CHARTER.

*Be it further enacted*, That all Ordinances shall originate in the Common Council, and having passed that body, shall be sent to the Select Council, for concurrence or amendment. If amendment should be made in the Select Council, it is to be reported to the Common Council for approval, and in case of disagreement between the Select and Common Councils, the two bodies shall assemble together—a President pro tempore be elected by the vote of a majority of members of the Select and Common Councils present—and the measure proposed, shall be finally decided by a vote of two-thirds of the members of the bodies acting together: *Provided*, however, that to constitute a quorum for the transaction of business in either body, a majority of the body shall be present—and in case of disagreement between the respective bodies, a majority of the members of the respective bodies shall be present, to constitute the joint meeting hereinbefore provided for.

## STANDING COMMITTEES OF THE COUNCILS.

## SELECT COUNCIL.

- On Finance.*—Messrs. Tunis, Reardon, Reid.  
*On Ordinances.*—Messrs. Reid, Tunis, Southgate.  
*On Streets and Wharves.*—Messrs. Hall, Hardy, Roberts.  
*On the Alms House and New Burial Ground.*—Messrs. Roberts, Robinson and Hardy.  
*On the Markets, Docks, &c.*—Messrs. Dickson, Tunis, Hardy.  
*On the Fire Department, Pumps and Lamps.*—Messrs. Southgate, Robinson, Wills.  
*On the City Hall, &c.*—Messrs. Reardon, Hall, Roberts.  
*On the New Jail.*—Messrs. Robinson, Dickson, Hall.  
*On the Improvement of the Harbor and Mud Machine.*—Messrs. Wills, Reardon, Hardy.

## COMMON COUNCIL.

- Finance.*—Messrs. Newton, Whitehead and Camp.  
*Ordinances.*—Messrs. Sawyer, Robertson and Doyle.  
*Alms House.*—Messrs. Whitehead, Spratley and Harrison.  
*Streets, Wharves, &c.*—Messrs. Spratley, Stone and Barry.  
*Markets, Docks, &c.*—Messrs. Harrison, Robertson and Ward.  
*City Hall.*—Messrs. Camp, Doyle and Robertson.  
*Improvement of Harbor and Mud Machine.*—Messrs. Wright, Harrison and Reilly.  
*Fire Department.*—Messrs. Nash, Capps and Hill.  
*New Jail.*—Messrs. Stone, Wright and Reilly.

## BOARD OF HEALTH.

Wright Southgate,  
 Henry B. Reardon,

Chr. Hall,  
 Thos. G. Broughton, Sr.,

Dr. Wm. Selden.

## OFFICERS OF THE CITY,

## APPOINTED BY THE COUNCILS.

- Register.*—Jos. H. Robertson.  
*Attorney.*—Hunter Woodis.  
*Assessor and Commissioner of Revenue.*—Finlay F. Ferguson.  
*Collector.*—Wm. H. Hunter.  
*City Inspector.*—Carey Fentress.  
*Surveyor.*—  
*Gauger of Liquors.*—Jas. M. Steed.  
*Keeper of Alms House.*—Chas. Johnson.  
*Physician to do.*—G. W. Cowdery.  
*Clerk of the Market.*—Jas. Murphy.  
*Assistant and Acting do.*—Elie Cutherell.  
*Measurers of Wood.*—John R. Wyatt, J. D. Ghieslin, Sr.  
*Keeper of Magazine.*—Josiah T. Jones.  
*Weigher at Public Scales.*—J. R. Small.  
*Hay Weigher.*—Jas. Holmes.  
*Sealer of Weights and Measures.*—Thos. R. Lee.  
*Messenger and Bell Ringer.*—Geo. H. Miller.  
*Keeper of City Hall.*—John Murray.

## INSPECTORS.

- Salted Provisions and Lard.*—Alex. A. Martin.  
*Flour.*—Jas. M. Steed.  
*Lime.*—Wm. Hawkins.  
*Tar, Pitch and Turpentine.*—Alex. M. Cunningham.

PORT WARDENS.

Jacob Vickery, Sr.,	James Cornick,	J. Dunstan,
	Henry F. Harding.	

MEASURERS OF SALT, GRAIN AND COAL.

E. Land,	M. Griffin,	J. A. Pointer,
J. W. Fiveash,	L. Roberts,	I. W. Baker,
W. Rogers, Jr.,	Jno. Bunting,	J. F. Lewis,
A. W. Hall,	J. F. Battley,	W. Childs,
A. Beale,	J. M. Watts,	J. R. West,
R. O. James,	H. Bissell,	Geo. M. Lovett,
N. G. Roberts,	H. W. Skinner,	Wm. T. Winslow.

INSPECTORS OF LUMBER.

*Inspector General.*—John Capron, (appointed by the Governor.)

*Inspectors.*—Wm. Rogers, Sr., Asaph Wales, Jos. F. Cunningham, Ezra Summers, John Banks, John Walker, (appointed by the Inspector General.)

There are also several other individuals who *act* as inspectors or cullers of staves.

The following are a few extracts from the Virginia Code, relative to Inspectors, whom Norfolk, it appears, has the right to appoint, without exception, although some exceptions are still made by the Councils:

"Inspectors may be appointed of any of the following commodities, to wit: Flour, corn meal, bread, salt, fish, pork, beef, tar, pitch, turpentine, lumber, lime, hemp, butter or lard. Such appointment shall be made annually in September or October, by the Governor, for the several counties and towns in which it may be necessary to appoint inspectors of two or more of said commodities. But there shall not be in the same town more than one, nor in the same county more than six inspectors of the same commodity.

"Nothing contained in this chapter shall affect the right of Norfolk city to appoint inspectors, and all the duties imposed by this act upon the court of any county or corporation, in respect to inspectors, are hereby imposed upon the Councils of said city. Such Councils may appoint inspectors at their first meeting after their election.

There are many who believe that all officers of the Corporation should be appointed by the votes of the citizens, and a law to this effect will probably be enacted.

CITY WATCH.

*Captain.*—Elias Guy.

*Lieutenant.*—J. H. Ransone.

*Watchmen.*—William Didimus, William Tebo, James Woodhouse, David B. Dyer, James P. Hughes, Robert Frost, Robert I. Clark, William Y. Milner, Andrew Stevens, James Ross.

CONSTABLES.

Elias Guy,	James Cherry,	Isaac O. Gardner,
John Capehart,	Peter Moore,	Joseph F. Butt.

STATE COURTS.

CIRCUIT COURT OF THE CITY OF NORFOLK.

*Judge.*—Richard H. Baker.

*Clerk.*—John Williams.

*Sergeant.*—William B. Lamb.

*Deputy Sergeants.*—William W. Lamb, William F. Tyler and Geo. H. Miller.

*Jailer.*—George H. Miller.

*Commissioner in Chancery, and for Stating Accounts.*—Otway B. Barraud.

*Attorney for the Commonwealth.*—James R. Hubbard.

Meets 1st June and 15th November.

The Circuit Court is held in Norfolk County, 1st April and 28th September; Nansemond, 16th April and 12th October; Greensville, 27th April and 1st November; Southampton, 2d May and 7th November; Surry, 10th May and 25th October; Isle of Wight, 16th May and 18th October; Princess Anne, 25th May and 22d September.

## DISTRICT COURT OF THE UNITED STATES, FOR THE EASTERN DISTRICT OF VIRGINIA.

*Judge.*—J. D. Halyburton.

*Marshal.*—T. S. Hall.

*Deputy Marshal.*—Warren W. Wing.

*Clerk and United States Commissioner.*—William T. Hendren.

*United States Attorney.*—William T. Joynes.

Meets at Norfolk on 30th May and 1st November.

## CITY PAPERS.\*

### THE NORFOLK AND PORTSMOUTH HERALD.

Published daily and tri-weekly by T. G. BROUGHTON & SON. Office on Roanoke Sq., near Widewater st. Terms: Daily paper seven dollars per annum, payable half yearly; country paper five dollars per annum, payable in advance, unless the subscription is guaranteed in the city.

### THE SOUTHERN ARGUS.

S. T. SAWYER, Editor and Proprietor. Office, No. 4 Roanoke Sq., below Widewater st. Terms: Daily paper six dollars per annum; country paper four dollars per annum, provided payment be made at the office, or by letter post paid, in advance, or within three months from the commencement of the subscriber's year.

### THE AMERICAN BEACON.

WM. E. CUNNINGHAM and RICHARD GATEWOOD, Jr., Editors and Proprietors. Office, 5 W. Widewater st. Terms: The Beacon is published daily and tri-weekly; for the daily, per annum, seven dollars; tri-weekly, five dollars; payable in advance.

### THE DAILY COURIER.

Published every afternoon by G. W. & J. E. SHIELDS. Office in building, 12 W. Widewater st. Terms: To subscribers in Norfolk and Portsmouth the Courier is served for six cents per week, payable to the carrier weekly; price for mailing, four dollars a year, in advance.

### THE DAILY NEWS.

T. F. BOOTHBY & C. H. BEALE, Editors and Proprietors. Office, 3, corner Widewater and Roanoke streets, up stairs. Terms: Daily paper, five dollars per annum, or ten cents a week, payable to the carrier; country or tri-weekly, three dollars per annum, payable in advance.

## NAVY AGENT'S OFFICE,

No. 22 W. MAIN STREET, OPPOSITE COMMERCE.

*Navy Agent.*—Dr. Francis Mallory.

*Clerks.*—Richard A. Worrell, Thos. B. West, R. R. B. Timberlake.

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\* There are 94 newspapers in Virginia, 20 of which are daily, 13 semi-weekly, and 61 weekly.

# CUSTOM HOUSE.

Office hours from nine to two, (Sundays and 4th of July excepted.)

*Collector and Depositary.*—Wm. Garnett.

*Deputy Collector and Storekeeper.*—F. G. Moore.

*Collector's Clerk.*—R. James Keeling.

*Naval Officer.*—Thomas Gatewood.

*Deputy Naval Officer.*—Richard Gatewood.

*Surveyor.*—Isaac H. Parker.

*Inspectors.*—Wm. Loyall, E. T. Blamire, Samuel L. Lightfoot, W. H. Garnett.

*Inspector for Princess Anne County.*—Thomas K. Cornick.

*Weigher and Gauger.*—Jacob Vickery.

*Measurer.*—Joseph F. Battley.

*Deputy Measurer.*—Henry F. Harding.

*Surgeon Marine Hospital.*—J. N. Schoolfield.

# POST OFFICE,

EAST CORNER OF MAIN AND COMMERCE STREETS.

(General Delivery, 33 Main; Boxes, 1 Commerce.)

*Post-Master.*—Alexander Galt.

*Clerks.*—A. M. Vaughan, Wm. E. Vaughan, E. Smith.

# THE MAILS.

*Northern.*—Arrives and closes daily, (Sundays excepted.)

*Richmond, Petersburg and Southern.*—Arrive and close tri-weekly.

*Williamsburg, Yorktown, Suffolk, South Quay, Woodville, Hertford, Elizabeth*

*City, (N. C.) &c.*—Arrive and close tri-weekly.

*Hampton and Old Point.*—Arrive daily, (Sundays excepted,) and close daily, (Sundays excepted.)

*Currituck, (N. C.) Princess Anne, Great Bridge, &c.*—Arrive and close weekly.

*Eastern Shore, Va.*—Arrives and closes semi-weekly.

*Edenton.*—Arrives and closes daily.

# POSTAGE.

The rate of postage on letters not exceeding half an ounce, is three cents if pre-paid, or five cents if not pre-paid, for all distances under three thousand miles. Over three thousand miles, double these rates.

## NEWSPAPERS PER QUARTER.

Miles.	Weekly.	Semi-Weekly.	Tri-Weekly.	More than Tri-Weekly.
Under 50	5 cents.	10	15	25
Over 50—under 300	10	20	30	50
Over 300—under 1000	15	30	45	75
Over 1000—under 2000	20	40	60	100
Over 2000—under 4000	25	50	75	125
Over 4000	30	60	90	150

All weekly papers free within the county where they are published. Papers of less than 1½ ounce, half the above rates, and papers not over 300 square inches, one-fourth these rates.

The rates on monthly and semi-monthly newspapers the same, in proportion to the number of sheets issued, as on weekly papers.

## BANKS.

## RULES OBSERVED BY THE BANKS.

The Banks are open every day in the year, from nine A. M. to 3 P. M., except Sundays, the first day of January, the Fourth of July and Christmas.

The interest for discount in the Banks in this city is fixed at six per centum per annum. Three days of grace are allowed, and the discount taken for the same.

Every bill or note offered for discount, must be delivered the day preceding the day of discount.

Bills or notes lodged at the Banks for collection, when protested for non-payment, the person lodging the same pays the charge of protest.

Deposits of money, or notes for collection, must be entered in dealer's book, at the time such deposit is made.

## BRANCH OF FARMERS' BANK—CAPITAL, \$290,000.

## DIRECTORS.

*President.*—Nathan C. Whitehead.

Henry B. Reardon, Hunter Woodis,  
Josiah Wills, John S. Jones,

Duncan Robertson,  
John Tunis.

*Cashier.*—Richard H. Chamberlaine.

*Teller.*—John G. H. Hatton.

*First Book-Keeper.*—Alex. Tunstall.

*Second do.* John C. Saunders.

*Discount Clerk.*—Ignatius Higgins.

*Note Clerk.*—Wm. C. Whitehead.

*Runner.*—Wm. M. Pannell.

*Discount Days.*—Mondays, Wednesdays and Thursdays.

## EXCHANGE BANK—CAPITAL, \$1,800,000.

## DIRECTORS.

*By the Stockholders.*

*President.*—W. W. Sharp.

Wm. I. Hardy,

N. W. Parker,

F. W. Southgate,

Richard Dickson,

*Cashier.*—Wright Southgate.

*Teller.*—John G. Wilkinson.

*First Book-Keeper.*—Alex. Feret.

*Second do. and Note Clerk.*—Jos. Murden.

*Discount Clerk.*—Wm. C. Southgate.

*Runner.*—Wm. F. Balls.

*Discount Days.*—Wednesdays and Saturdays.

*By the Executive.*

Wm. S. Mallory,

John A. Higgins,

Thos. B. Irwin,

E. C. Robinson.

## BRANCH BANK OF VIRGINIA—CAPITAL, \$200,000.

## DIRECTORS.

*President.*

Geo. Reid,

A. B. McLean,

Wm. Ward,

John James,

Jas. Gordon,

Wm. D. Roberts, Jr.

*Cashier.*—Robert W. Bowden.

*Teller.*—George W. Camp.

*Book-Keeper.*—Wm. D. Bagnall.

*Discount and Note Clerk.*—Elie Barrot.

*Runner.*—H. Rolland.

*Discount Days.*—Tuesdays and Fridays.

## NORFOLK SAVINGS BANK.

## DIRECTORS.

*President.*—Tazewell Taylor.

Samuel W. Paul,

David Kyle, Jr.,

John H. Rowland,

Edward S. Pegram,

John Hipkins.

Charles Reid,

J. Marsden Smith,

*Cashier.*—Richard Walke.

*Discount Days.*—Tuesdays and Fridays.

*Office Hours.*—From 10 till 1.



FRANKLIN SAVINGS BANK.

DIRECTORS.

*President.*—John B. Whitehead.  
 Sylvanus Hartshorn, J. James Moore, John Bonsal,  
 Jas. G. Pollard, Samuel H. Hodges, Jos. T. Allyn.  
*Cashier.*—Thos. G. Broughton, Jr.  
*Discount Days.*—Mondays and Thursdays.  
*Office Hours.*—From 10 till 1.

MERCHANTS' AND MECHANICS' SAVINGS BANK.

DIRECTORS.

*President.*—Francis L. Higgins.  
 Wm. S. Camp, Elisha Gammage, Andrew Harris.  
 Archibald Briggs,  
*Cashier.*—Otway B. Barraud.  
*Discount Days.*—Wednesdays and Saturdays.  
*Office Hours.*—From 9 till 2.

JOHN D. GORDAN'S BANKING AND EXCHANGE OFFICE,

29 MARKET SQUARE.

*Book-Keeper.*—Wm. Robertson.  
*Corresponding and Note Clerk.*—J. W. Whitehurst.  
*Teller.*—Horace Drewrey.  
*General Clerk and Runner.*—W. C. Carnes.

WM. WARD'S BANKING AND EXCHANGE OFFICE,

31 MARKET SQUARE.

Open during the day.  
 Business conducted by Philip I. Cohen.  
*Book-Keeper, &c.*—Charles A. McCourt.

BEACON NEWS ROOM,

COR. ROANOKE SQ. AND WIDEWATER ST.

*Proprietors.*—W. E. Cunningham & Co.

ARGUS NEWS ROOM.—FREE.

4 ROANOKE SQUARE.

*Proprietor.*—S. T. Sawyer.

AUCTIONEERS.

Wm. Pannell & Son, John H. & Jos. Nash, Wilson B. Sorey.

NORFOLK MILITARY ACADEMY.

BOARD OF TRUSTEES.

*President.*—Wm. W. ~~Thom~~ *Sharp*.  
 Jas. H. Behan, Chr. Hall, John Tunis,  
 Dr. R. B. Tunstall, Wm. I. Hardy, Thos. D. Toy,  
 R. H. Chamberlaine, Dr. Wm. Selden, Tazewell Taylor,  
 John Williams.

*Treasurer.*—Joseph Murden.

FACULTY.

*Professor of Mathematics.*—John B. Strange.\*  
 " *Ancient Languages.*—Richard B. Tshudi.†  
 " *English Language and Literature.*—George W. Sheffield.‡  
 " *Modern Languages.*—Jean Odend'hal.

This Institution has two Departments, the Academic and Preparatory.

\* Graduate of the Virginia Military Institute, and has been connected with this Institution for 6 years.  
 † Graduate of the University of Pennsylvania, and has been connected with this Academy for 6 years.  
 ‡ Graduate of Yale College. He has been connected with this Institution for 4 years.

## TUITION FEES.

Academic Department, from.....	\$10 to 12	50 per term.
Preparatory, do.....	7	50 "
Additional charge for French or Spanish Language.....	4	50 "
Both of these included.....	9	00 "
Term—12 weeks.		

The instruction of students in the Military Department is optional with the parent or guardian. Extra charge, 50 cents per term.

## OFFICERS OF THE CORPS OF CADETS OF THE NORFOLK MILITARY ACADEMY.

*Captain.*—Crawford H. Toy.  
*First Lieutenant.*—Wm. W. Chamberlaine.  
*Adjutant.*—A. Meade Smith.  
*Quartermaster.*—Francis W. Smith.  
*Second Lieutenant.*—Richard Taylor.  
*Third do.* Richard C. Taylor.  
*Fourth do.* John L. Saunders.  
*Fifth do.* Thomas Baylor.  
*Sixth do.* Douglas Cannon.  
 Number in the corps—80.

## NORFOLK LADIES' SEMINARY,

No. 18 E. FREEMASON, COR. CUMBERLAND.

*Principal and Teacher of the French and Ancient Languages—also of Intellectual and Moral Philosophy.*—Miss Ruth S. Robinson.  
*Mathematics.*—Miss Elizabeth W. Nelson.  
*English Branches.*—Miss Josephine Lincoln.  
*Drawing, Painting and Music.*—Miss Malinda Pierce.  
*Departments.*—Preparatory and Academic.  
 This Seminary has also a regularly organized Literary Association.  
 Academic year—10 months.

## NORFOLK FEMALE INSTITUTE.

*Principals.*—Rev. Aristides S. Smith, A. M., and Rev. Leonidas L. Smith, A. M.  
*Professor of Music.*—P. H. Masi.  
*Professor of French.*—J. Odend'hal.  
 —, Miss Jane Bond.

There are other Seminaries in the city offering superior facilities for the acquisition of a liberal education; among which are those of the following accomplished gentlemen, viz.: Mr. Henry Robinson, (female seminary;) Mr. James D. Johnson, (male and female;) Mr. L. P. Pollard, (male.)

Another Female Seminary, of a high order, will, we learn, probably be established in the city, at no distant day, under the patronage, principally of the Methodists.

## FEMALE ORPHAN SOCIETY.

*First Directress.*—Mrs. George McIntosh.  
*Second do.* Mrs. Isaac Talbot.  
*Treasurer.*—Mrs. Robert E. Taylor.  
*Secretary.*—Miss E. N. Soutter,

## MANAGERS.

Mrs. — Talbot,	Mrs. Copeland Parker,	Mrs. Richard Taylor,
Mrs. H. N. Williams,	Mrs. T. G. Jones,	Mrs. Reuben Jones,
Mrs. R. E. Taylor,	Mrs. J. Brooks,	Mrs. W. Rowland,
Mrs. M. Corprew,	Mrs. M. Cosby,	Mrs. L. Westray,
Mrs. Benjamin Pollard,	Mrs. T. G. Broughton,	Miss Martha Taylor,
	Miss H. V. Robertson,	Miss Jackson.
<i>Matron.</i> —Miss Catharine Redman.		

LANCASTERIAN SCHOOL.

*Teacher.*—W. B. Micks.

TRUSTEES.

*President.*—Tazewell Taylor.

P. P. Mayo,  
Wm. Garnett,  
Dr. E. O. Balfour,

John Tunis,  
W. W. Lamb,  
Wm. Dey,

John G. H. Hatton,  
Walter H. Taylor,  
Wm. T. Hendren.

One to be elected.

There are other Schools, for the most part free, in connection with the several churches of the city. These are principally under the management of ladies.

The ladies, in connection with the different denominations, have societies for the execution of plain and fancy needle-work, called Sewing Societies, viz.: the Dorcas Society, Phebe Society, Margaret Tucker Society, &c. The meetings are generally held weekly, and the proceeds are commendably appropriated to benevolent purposes.

There are also several other Societies connected with the various churches in the city, viz.: Bible, Missionary, Tract, &c.

INFIRMARY FOR SLAVES,

ON VALENTINE'S LANE.

*Proprietors.*—Drs. Geo. L. Upshur and Wm. J. Moore.

*Consulting Physician.*—Dr. R. W. Silvester.

 See Advertisement.

NINTH BRIGADE,

VIRGINIA MILITIA,—(FOURTH DIVISION,)

Embracing Norfolk City, Princess Anne and Norfolk counties,—including Portsmouth.

*Brigadier General.*—Hon. John S. Millson.

FIELD OFFICERS

OF THE

FIFTY-FOURTH REGIMENT,

(Norfolk City.)

*Colonel.*—Mordecai Cooke.

*Major.*—Geo. Blow, Jr.

*Lieutenant Colonel.*—N. C. King.

REGIMENTAL STAFF.

*Quartermaster.*—Josiah Wills.

*Adjutant.*—James A. Saunders.

*Paymaster.*—

*Sergeant Major.*—Thomas J. Corprew.

*Surgeon.*—William Selden.

*Quartermaster Sergeant.*—John N.

*Surgeon's Mate.*—A. T. M. Cooke.

Tazewell.

VOLUNTEER OFFICERS.

NORFOLK LIGHT ARTILLERY BLUES.

*Captain.*—Joseph R. Spratley.

*2d Lieut.*—James E. Barry.

*1st Lieut.*—William Robertson.

*Do.* John B. Whitehead.

*Do.* James A. Saunders.

NORFOLK JUNIOR VOLUNTEERS.

*Captain.*—Thomas O. Young.

*2d Lieut.*—John Holmes.

*Do.* William Spangler.

## OFFICERS OF INFANTRY OF THE LINE.

<i>Captain.</i> —James R. Johnson.	<i>1st Lieut.</i> —A. Sidney Rogers.
<i>Do.</i> William T. B. Cooke.	<i>Do.</i> D. Moreland.
<i>Do.</i> Harrison Robertson.	<i>Do.</i> R. H. Baker, Jr.
<i>Do.</i> William T. Hendren.	<i>2d Lieut.</i> —William G. Dunbar.
<i>1st Lieut.</i> —John T. Francis.	<i>Do.</i> A. H. Jagueneau.
<i>Do.</i> John R. Ludlow.	<i>Do.</i> Charles A. Santos.
<i>Do.</i> William R. Ballance.	<i>Do.</i> Warren W. Wing.

## FIRE DEPARTMENT.

<i>Chief Engineer.</i> —F. F. Ferguson.	<i>2d. Warden.</i> —D. W. Glass.
<i>1st. Warden.</i> —James M. Steed.	

## UNION FIRE COMPANY.

<i>Captain.</i> —Edward E. Delany.	<i>3d Director.</i> —L. Hendren.
<i>1st Director.</i> —Richard Woodward.	<i>Treasurer.</i> —Chas. Ramsey.
<i>2d do.</i> William Ashley.	<i>Secretary.</i> —T. A. Cunningham.

## HOPE FIRE COMPANY.

<i>1st Captain.</i> —N. C. King.]	<i>2d Assistant of Hose.</i> —O. H. Guild.
<i>2d do.</i> Thomas B. Rowland.	<i>Secretary.</i> —W. D. Seymour.
<i>3d do.</i> J. T. Redmond.	<i>Treasurer.</i> —W. J. Walker.
<i>Foreman of Hose.</i> —J. A. Werckmuller.	<i>Collector.</i> —J. M. Whitehurst.
<i>Assistant do.</i> L. Bremond.	<i>1st Pipeman.</i> —Charles Bazine.
	<i>Engine Keeper.</i> —Wm. Didimus.

## AID FIRE COMPANY.

<i>President.</i> —I. C. C. Taylor.	<i>Hose Directors.</i> —George Widgeon, Benjamin Tompkins.
<i>1st Vice President.</i> —Samuel Rulon.	<i>Pipemen.</i> —F. Underhill, E. Face.
<i>2d do. do.</i> Ambrose Dorney.	<i>Axemen.</i> —J. Cherry, J. Barcraft.
<i>Secretary.</i> —John Hayman.	<i>Standing Committee.</i> —J. M. Woodward,
<i>Ass't. Secretary.</i> —T. L. Brooks.	F. A. Johnston, R. Ballance.
<i>Treasurer.</i> —Wm. Church.	<i>Engine Keeper.</i> —S. B. Clarke.
<i>Engine Directors.</i> —Rob't W. Rhea, Z. Ballance.	<i>Hose Carriage Guards.</i> —A. W. Mills,
<i>Suction Directors.</i> —Job Rulon,	R. Dove.
William Lowring.	

## RELIEF FIRE COMPANY.

<i>1st Captain.</i> —H. M. Marcus.	<i>1st Engineer.</i> —James J. Cunningham.
<i>2d do.</i> F. M. Spangler.	<i>2d do.</i> James Pratt.
<i>1st Branch Director.</i> —H. Gibbons.	<i>3d do.</i> John Gordon.
<i>2d do. do.</i> T. G. Turner.	<i>Axemen.</i> —Edmonds,
<i>3d do. do.</i> J. D. Wood.	<i>do.</i> Thomas Evens.
<i>1st Hose Director.</i> —S. Spratt.	<i>Secretary.</i> —R. Wood.
<i>2d do. do.</i> J. Fentress.	<i>Treasurer.</i> —J. Bayto.

## UNITED FIRE COMPANY.

<i>President.</i> —James E. Barry.	<i>1st Hose Director.</i> —James Hill.
<i>1st Vice President.</i> —Francis Collins.	<i>2d do. do.</i> John Stavro.
<i>2d do. do.</i> Thomas Eldridge.	<i>1st Pipeman.</i> —Benjamin Morris.
<i>Secretary.</i> —Thomas Kevill.	<i>2d do.</i> George Graham.
<i>Treasurer.</i> —Samuel Ferguson.	<i>Axemen.</i> —Geo. Lowby, Geo. Graham.

DISMAL SWAMP CANAL COMPANY.

CAPITAL, \$486,000.—INCORPORATED IN 1787.

BOARD OF DIRECTORS.

*President.*—James Cornick.  
Geo. McIntosh, John Tunis, Henry B. Reardon,  
Richard Dickson.

SEABOARD AND ROANOKE RAILROAD COMPANY.

DIRECTORS.

*President.*—Wm. Collins.  
Andrew Joyner, of N. C., A. M. Falls, (Pres. Balt. S. packet Co.)  
of Norfolk city, M. Robinson, James Barnes.  
*Secretary and Treasurer.*—Hammond Whitney.  
*Genl. Superintendent.*—Alexander Worrall.  
*Agent.*—Owen D. Ball.

NORFOLK DRAWBRIDGE COMPANY.

DIRECTORS.

*President.*—George McIntosh.  
John Southgate, Conway Whittle, James H. Behan,  
James Cornick.

AMERICAN INSURANCE COMPANY OF NORFOLK, VA.

Office, Bank st. near Main.

DIRECTORS.

*President.*—A. B. McLean.  
John Tunis, S. W. Paul, G. F. Anderson,  
John H. Rowland, Josiah Wills, Christopher Hall.

NORFOLK MERCHANTS' AND MECHANICS' PACKET COMPANY.

DIRECTORS.

*Agent and Treasurer.*—M. Myers.  
Josiah Wills, Charles Rowland, Henry Fitzgerald,  
John E. Doyle, G. F. Anderson.

GORDON'S NAVAL STORE DEPOT.

For the storage of Tar, Pitch, Turpentine, Staves, Shingles, &c., Gordon's Wharf,  
near Old Fort Norfolk.

CITY GAS LIGHT COMPANY.

The gas buildings and works are situated on Briggs' Point, near the eastern terminus of Mariner, corner of 3d Cross street.

DIRECTORS.

Walter H. Taylor, President.  
C. W. Newton, Richard Dickson,  
A. T. M. Cooke, Geo. W. Farant.  
F. F. Ferguson, Secretary and Collector. } Office, 38 Bank st.  
Wm. F. Tyler, Assistant Collector. }  
A. A. Anderson, Superintendent Gas Works, } 79 Church, near Main.  
M. Murphy, Ass't Sup't. do. }

VIRGINIA TELEGRAPH COMPANY.

*President.*—William I. Hardy.  
*Directors.*—Jno. Tunis, Richard Dickson, Jas. M. Smith, Jas. H. Johnston.

FRENCH'S HOTEL COMPANY.

DIRECTORS.

John Southgate, *President.*  
Dr. T. F. Andrews, John Tunis, Tazewell Taylor, David M. Walke.

## MECHANICAL BENEVOLENT SOCIETY.\*

*Organized in 1809.**President.*—Wm. H. Hunter.*Vice President.*—G. W. Farant.*Secretary.*—T. G. Broughton, Sen.*Treasurer.*—J. D. Ghiselin.

## ACTING COMMITTEE.

F. F. Ferguson, Chairman.

G. Mayer, Ass't Chairman.

John Gormly, Wm. Callis, S. Hartshorn, Benjamin W. Gatch, Sam'l Butt.

## NORFOLK PROVIDENT SOCIETY.

G. B. Cooke, *President.*Thos. Gatewood, *Vice-President.*Joseph Murden, *Secretary.*R. McCandlish, *Treasurer.*

Regular meetings last Monday evening in each month, in Mechanics' Hall.

## SEAMEN'S FRIEND SOCIETY.

*President.*—Dr. N. C. Whitehead.

## BOARD OF MANAGERS.

C. Hall.

H. N. Williams,

G. F. Anderson,

L. Westray,

T. C. Tabb,

R. B. Wright,

S. W. Paul,

R. H. Chamberlaine,

P. P. Mayo,

T. D. Toy,

Dr. George Wilson,

J. H. Nash,

J. D. Johnson,

H. Robertson,

S. S. Stubbs,

Wm. D. Bagnall,

Arthur Cooper,

L. Salusbury,

J. G. H. Hatton,

S. Marsh,

W. Dey,

Capt. R. Cunningham,

Lieut. Pegram,

John Ridley.

## NORFOLK HUMANE ASSOCIATION,

## FOR THE RELIEF AND IMPROVEMENT OF THE POOR.

## OFFICERS.

*President.*—Rich'd H. Chamberlaine.*Secretary and Treasurer.*—Jno. G. H. Hatton.

## MANAGERS.

Jereh. Hendren,

Wm. W. Sharp,

Chas. F. Martin,

Chas. Reid,

Wm. P. Stewart,

Wm. Dey.

Geo. F. Anderson,

Tazewell Taylor,

Henry Robinson,

Frs. L. Higgins.

The Managers laid the city off into twelve wards, (of which there are printed statements,) and appointed a visitor to each, whose duty is to inquire into the circumstances of the needy, in his respective ward, grant the necessary relief, and report his transactions monthly to the Board of Managers. Two solicitors are also appointed to each ward, whose duty is to solicit funds, &c.

## VISITORS.

Henry B. Reardon,

Simon S. Stubbs.

Geo. W. Camp,

Jas. L. Belote,

Wm. D. Bagnall,

Thos. D. Toy,

Levi Westray.

Walter H. Taylor,

Seth March,

Jas. M. Steed,

Thos. C. Tabb.

\* An account of the original organization, object, &c., of this and other associations, will be given in the "History of Norfolk."

SOLICITORS.

Jno. H. Rowland,  
Robert McCandlish,  
Arthur Sinclair,  
John E. Doyle,  
Edwd. S. Pegram,  
David W. Glass,  
Enoch R. Gale,  
Finlay F. Ferguson,

R. C. Barclay,  
F. W. Seabury,  
John Gormley,  
J. M. Freeman,  
Chas. Santos,  
Wm. J. Nottingham,  
Wm. P. Griffith,

Ryland Capps,  
James H. Behan,  
John T. Francis,  
M. P. Robertson,  
E. P. Tabb,  
Rich'd Walke,  
Wm. H. Hunter.  
Joel Callis,

NORFOLK PHILHARMONIC SOCIETY.

*President.*—F. W. Burwell, *Secretary and Treasurer.*—Samuel R.  
*Vice-President.*—T. F. Owens, Borum.  
*Librarian.*—R. James Keeling.

NORFOLK CONCORDIA SOCIETY.

(Instrumental music.)

*President.*—H. M. Marcus. *Secretary.*—Jos. Freeman.  
*Musical Director.*—Theo. Posse. *Treasurer.*—John D. Couper.  
There are in the city several Debating Societies.

MASONIC.

(LODGE ON CHURCH STREET.)

*Norfolk Lodge, No. 1,*—meets first Thursday in each month.  
*Royal Arch Chapter,*—meets first Monday do. do.

I O. O. F.

(LODGE ON WOLFE STREET.)

*Jerusalem Camp, No. 4,*—meets semi-monthly on Wednesday evening.  
*Social Camp No 15,*—semi-monthly on Thursday evening.  
*Washington Lodge, No. 2,*—every Monday evening.  
*Lafayette Lodge, No. 9,*—every Friday evening.  
*Harmony Lodge, No. 19*—every Tuesday do.

S. OF T.

(HALL ON ARCADE LANE.)

*Washington Division, No. 1,*—meets on Thursday evening.  
*Wesleyan Division, No. 56,*—meets on Tuesday evening.

I O. R.

(HALL ON ARCADE LANE.)

*Mount Vernon Encampment, No. 2,*—meets on Monday evening.  
*Palestine Tent, No. 187,*—meets on Friday evening.  
*Olive Branch Tent, No. 343,*—meets on Wednesday evening.

O. U. A. M.

(HALL IN MECHANICS' BUILDING.)

*Rising Sun Council, No. 4,*—meets on Tuesday evening.

U. A. O. D.

(UNITED ANCIENT ORDER OF DRUIDS.)

E. E. Portlock, N. A. W. B. Rogers, S.  
Chas. S. Allmond, V. A. R. Q. Drummond, T.  
Meet weekly in Mechanics' Hall.

## ADAMS &amp; CO.'S EXPRESS OFFICE.

No. 89 CHURCH, CORNER OF MAIN ST. (under National Hotel.)  
*Agent.*—A. A. Cowdery.

## STEAM PACKET LINES FROM NORFOLK.

<i>New York.</i> —Weekly.	<i>Old Point and</i> } Daily.
<i>Philadelphia.</i> —Weekly.	<i>Hampton,</i> }
<i>Baltimore.</i> —Daily, Sundays excepted.	<i>E. Shore.</i> —Semi-weekly.
<i>Washington.</i> —Semi-weekly.	<i>Mathews.</i> —Weekly.
<i>Richmond.</i> —Tri-weekly.	

S. & R. Railroad line, runs daily, through to Margarettsville.

## STAGE LINE.

*E. City and Edenton.*—Tri-weekly.

## NORFOLK IRON WORKS.

CORNER OF WIDEWATER ST. AND LOYALL'S LANE.

*Proprietor and Superintendent.*—N. Cory.  
*Clerk.*—William B. Webb.

## J. G. COLLEY'S MARINE RAILWAY AND SHIP YARD.

N. NASH'S	do.	do.
GRAVES & BRO'S.	do.	do.

ALL SITUATED SOUTH SIDE OF WIDEWATER EAST OF CHURCH ST.


## VIRGINIA MANUFACTURING COMPANY,

For the manufacture of shoes and other articles, (not yet organized.) Capital not to exceed \$200,000. Shares \$25.

## PLUME &amp; CO.'S VIRGINIA PATENT CORDAGE AND OAKUM FACTORY.

WEST SIDE OF JAMES ST., NEAR ARMISTEAD'S BRIDGE.  
*Office.*—20 W. Widewater st., Norfolk.

## CHEMICAL LABORATORY.

S. W. CORNER OF MAIN ST. AND MARKET SQUARE.  
*Proprietors.*—King & Toy.  
 See Advertisement.



# CENSUS.

Aggregates of the three classes of population in the City, according to the census of 1850, as taken by Deputy Marshal Wing, to which are annexed the aggregates of the same classes according to the census of 1840 :

	1850.	1840.	Increase.
Whites, . . . . .	9,068	6,185	2,883
Free Colored, . . . . .	957	1,026	
Slaves, . . . . .	4,295	3,709	586
	<u>14,320</u>	<u>10,920</u>	<u>3,469</u>
1840, . . . . .	10,920	Dec. of free col'd,	69
Increase in 10 years, . . . . .	3,400		3,400

The above figures exhibit the remarkable result, that while our white population has increased in the last ten years at the rate of 46½ per cent., the slave population has only increased in the ratio of 15½ per cent.; and there has actually been a decrease of 6½ per cent. in the free colored population. The aggregate increase of the city population within the ten years, is 31½ per cent.

The census taker for Norfolk in 1840, included the officers and seamen on board the Pennsylvania, and other U. S. vessels in port; but in taking the last census, the deputy marshal was instructed to pursue a different policy; and therefore the actual increase in ten years, of the population, was nearly one thousand more than it appears to have been, according to the above statement.

## TABULAR VIEW OF THE PROGRESS OF RICHMOND, NORFOLK AND PETERSBURG.

	Whites.	F. Col'd.	Slaves.	Total.
Richmond, 1840,	10,718	1926	7509	20,153
" 1850,	15,307	2269	9907	27,483
Increase,	4,589	343	2398	7,330
Petersburg, 1840,	5,565	2134	3637	11,136
" 1850,	6,658	2024	5321	14,603
Increase,	1,093	890	1684	3,467
Norfolk, 1840,	6,186	1026	3709	10,920
" 1850,	9,068	957	4295	14,320
Increase,	2882	69 dec.	586	3,400
The increase of population in the whole State has been				15.24 per cent.
In the Tide Water District,				7.12 "
" Piedmont "				6.81 "
" Valley "				17.99 "
" Trans-Alle'y "				39.40 "

The advance of the whole population in the Trans-Alleghany region is particularly striking; but the relative increase of the slaves in the whole of Western Virginia is also remarkable. The slow progress of the free negro population confirms the view now generally known by Southern men to be correct, that freedom is not beneficial to the African when it is in contact with the white race.

## NORTH CAROLINA CENSUS RETURNS.

Total number of inhabitants,	870,800
" " " in 1840,	753,419
Gain in ten years, . . . . .	117,381
The increase in white population for ten years is . . . . .	68,905
Increase in free blacks, . . . . .	4,845
Increase in slaves, . . . . .	43,641
The number of farms in the State is . . . . .	63,646
Families, . . . . .	106,638
Dwellings, . . . . .	106,084
Establishment of industry, . . . . .	2,609
Number of deaths during the past year, . . . . .	10,278

## CENSUS OF SOUTH CAROLINA.

## Population in 1850,—

Free,	283,787
Slaves,	384,729
Total,	668,466
In 1840—Free,	266,505
Slaves,	327,924
Total,	594,429

The population of Charleston has increased four thousand two hundred and thirty, since the census of 1840. The increase of population of the State for the last ten years, compared with that of the previous ten years, is over 46,000

## POPULATION OF GEORGIA.

The following is a comparative view of the census of Georgia for 1840 and 1850—

	1840.	1850.
White,	407,695	527,287
Colored,	283,697	380,610
	691,392	907,897

Showing an increase in 1850 over 1840, of 119,592 whites, and 96,913 blacks—making the total increase 216,505.

## RATES OF COMMISSION, &amp;c., PORT OF NORFOLK.

Commission on produce,  $2\frac{1}{2}$  per cent.; commission and guaranty, 4 to 5 per cent., except on flour, on which the rate of com. and guar. is generally 4 per ct.; commission for receiving and forwarding goods,  $1\frac{1}{2}$  to  $2\frac{1}{2}$  p. ct. The commn. on manufactured tobacco varies from 5 to  $7\frac{1}{2}$  p. ct. Disbursements for vessels arriving in port in distress, 5 p. ct., in addition to which is a charge of  $1\frac{1}{2}$  pr. cent. upon the value of the cargo landed and re-shipped.

Harbor Master's fees, \$1.25 for fore and aft vessels; square rigged, \$2. Ballast Master's fees, 83c. per day, when discharging.

## RATES OF STORAGE.

Hhds. liquor, molasses, &c., per month, 20 cts.—tobacco,  $37\frac{1}{2}$ —pipes, liquor, &c. 25—bbls flour, and all dry bbls. 3—bbls pork, liquor and sugar, 4—oil, 5—chests tea, 8—half chests, 2—13 lbs. 1—soap, candles and doz. wine, 1—Hav. sugar, 12—bags coffee, pepper, pimento and sugar, 3—bales cotton, 12—hay, 12—kegs lard, butter, cheese, of 100 lbs. 2—200 lbs. 3—crates, large, 25—small, 20—tierces rice, sugar, molasses, &c., 12—sacks salt, &c., 4c—Indian corn and other grain, per bus. 1c. for 1st mo., afterwards, 1c. The entire expense on corn for labor, storage, delivery, &c., is about 3c. for the first month.

The cost of measuring grain is 25c. per hundred bushels, which is paid by the seller. Talley fees the same, equally divided between the seller and purchaser.

For Inspectors' fees, &c. see Revised Code, or Inspection Laws, published in pamphlet form by Messrs. Broughton & Son.

For Pilot Laws, see also the Va. Code; or they can be had in separate form from Mr. E. P. Hatcher, Notary Public.

## RATES OF WHARFAGE ON VESSELS.

Vessels under 75 tons, per day,	\$ 50
75 tons and not over 125 tons,	75
125 to 200 tons,	1 00
From 200 to 300 tons,	1 50
From 300 to 400 tons,	2 00

Every 100 tons over 400, 25 cts. additional—in no case to exceed \$3 per day.

All outside, half price.

Rates of Wharfage established in the city, on produce, &c., can be procured in printed form from Messrs. Rowland & Brothers, and other merchants.

## SYNOPTIC VIEW OF MANUFACTURING IN NORFOLK CITY.

The following is a *condensed statement* that we prepared from the books of W. W. WING, Esq., U. S. Dep. Marshal, and census taken for the city, which he kindly allowed us to examine for this purpose. When we made out this synopsis, several months had elapsed since the census was completed, and some additions were therefore necessary, which were accordingly made.

Producers to an amount less than \$500 annually, are not embraced, otherwise the figures would be considerably higher.

*Statement of capital invested, raw material, hands employed, cost of labor, and annual product.*

1850.	Capital Invested.	Cost of raw material incla- ding fuel.	Av. number of hands empl'd.		Av. monthly cost of male la- bor.	Av. mthly cost of female labor	Annual Pro- duct.
	Dollars.	Dollars.	Male.	Fem'e	Dollars.	Dls.	Dollars.
Bakers.....	20.550	69.094	44		1.241		105.418
Blacksmiths.....	14.500	14.832	47		962		31.670
Block and Pump Makers.....	4.550	1.738	11		320		8.350
Boat Builders.....	1.400	924	10		166		3.500
Boot and Shoe Makers.....	6.500	18.233	58	10	1.705	90	47.843
Brick makers and Masons.....	14.500	15.080	155		2.295		50.380
Cabinet Makers.....	24.650	24.913	65		1.850		56.533
Candle Manufactories.....	1.500	3.504	6		70		7.000
Coach Makers.....	49.900	29.705	94		1.837		63.500
Confectioners.....	6.700	10.413	12		320		19.534
Coopers.....	11.200	19.291	41		875		41.804
Gunsmiths.....	2.000	1.080	6		91		3.100
Hat Manufactories.....	5.700	6.386	11	12	277	126	15.448
House and Ship Joiners.....	25.050	63.613	133		3.406		129.816
Iron Works.....	9.160	4.620	12		250		8.000
Lumber Works.....	8.000	6.200	9		264		11.630
Millinery.....	19.350	20.148		39		477	35.900
Plasterers and Slaters.....	4.900	11.770	32		517		27.800
Rope Making and Tanning.....	22.400	21.947	50		716		38.525
Sail Makers.....	19.500	12.083	20		332		22.070
Sash and Blind Makers.....	1.800	1.362	7		220		5.000
Shipwrights.....	85.000	21.200	82		3.000		85.000
Shoek and Stave Manufactories.	30.000	30.000	30		550		45.000
Silversmiths.....	2.000	5.180	5		150		8.277
Soap Manufactories.....	3.800	5.503	15		247		16.880
Stone Masonry.....	55.000	7.968	24		685		18.780
Tailors.....	50.707	58.051	51	92	1.596	873	116.221
Tin and Coppersmiths.....	26.300	30.164	29		744		45.570
Tobaccoonists.....	8.950	16.039	37		723		27.310
Upholsterers and Paper Hangers..	4.300	7.266	4	4	163	40	14.294
Wheelwrights.....	4.200	5.223	17		415		12.610
Aggregate.....	544.067	543.450	1122	157	25.987	1606	1.122.743

### AGGREGATE VALUE OF LANDS AND LOTS IN

Norfolk City, in 1850.....	\$1,587,225
Portsmouth.....	1,534,560
Norfolk County.....	1,732,605
Princess Anne.....	1,226,376
Nansemond.....	1,464,331
In 1849, the value of improved property in the city, as per the Assessor's Roll, was reported at.....	\$1,108,242
In 1840, the value was.....	3,714,770
Increased value of 1849.....	<u>\$393,472</u>

### WEALTH OF CITIES.

The property of Philadelphia is rated at \$137,000,000; of Boston, at \$214,000,000; of New York, at \$286,000,000. Dividing the property by the population, each Philadelphian is worth \$333, each New Yorker \$556, and each Bostonian over \$1500, making Boston the richest city proportionately in the United States, and probably in the world. The property on the Assessors' roll, for the City, of Norfolk, is rated as follows, viz:

Improved real estate.....	\$4,458,830
Unimproved ".....	229,615
2116 slaves over 14 years of age, (the value of these is not stated,) the tax being <i>per capita</i> , but on an average they are worth \$300 at the least. By the census of 1850, there are 4295 slaves, of whom 2179 being under 14 years of age, are not taxed, and their value, therefore, is not included in this statement.....	634,800
262 horses, not valued (specific tax)—say \$60 each.....	15,720
134 carriages do. do. \$100 do.....	<u>13,400</u>

Total value of taxable property..... \$5,351,865

If to this be added slaves not taxed, United States. State, City, Bank and other stocks, [of which a large amount is owned here,] gold and silver plate, merchandise of every kind, machinery, ships, vessels, &c., we should not fall much behind the above named cities in proportion to our population. Taking the above value of our taxable property, \$5,361,865 00, and dividing it by the white population, as given by the late census, 8068, it will show that there is a fraction over \$590 of tax-paying property to every white person resident of the city of Norfolk. We are, therefore, *individually*, much richer than our fellow-citizens of Philadelphia, richer than those of New York, and, what is infinitely more to our advantage, these riches are more diffused.

Let us consider this state of things—be contented—and *cease croaking*.—*Herald*.

The average value of land per acre in Norfolk County, is \$8.13. Princess Anne, \$7.68. Nansemond, \$5.12.

If the present rates of taxation are observed, Norfolk City will be called upon for the sum of \$8,236 60, Norfolk County for \$1,738 05, Princess Anne for \$1,231 76, Nansemond for \$1,554 02, E. City County for \$797 51, for lands and buildings alone. The total for the whole State will be \$298,908 81.

The value of lands and buildings is as follows, in the four great divisions of the State:—

1st District.....	\$77,964,574 52
2d do. ....	77,786,476 99
3d do. ....	59,250 746 29
4th do. ....	<u>61,576,768 57</u>

Total of whole State..... \$276,578,566 37

### CONDENSED SEMI-ANNUAL STATEMENT OF THE RECEIPTS AND DISBURSEMENTS OF THE CITY OF NORFOLK, FROM 24th JUNE TO 24th DECEMBER, 1850:

June 24.—By balance on hand this day.....	\$1,159 74
Receipts for 6 mos.....	78,027 65
	<u>74,187 39</u>
Payments in 6 mos.....	<u>69,480 33</u>
Dec. 24—Balance on hand (forward).....	\$4,707 06

RECTS, &c, FROM 24th DECEMBER TO 24th JUNE, 1851:

Dec. 24—Balance on hand.....	\$4,707 06
Receipts for 6 mos.....	40,357 68
	<hr/>
	\$45,064 74
Payments in 6 mos.....	43,380 58
	<hr/>
Balance on hand:.....	\$1,684 16
The receipts for the last half year include:	
The sales of stock.....	\$7,000 00
" proceeds notes discounted.....	15,177 16
	<hr/>
	\$22,177 16

### TABLE OF TEMPERATURE.

The following table, which was prepared from observations and memoranda, carefully made, will show the temperature of Norfolk for the last six months of the year 1820 :\*

Months.	Norfolk.		
	High.	Low.	Mean.
July.....	89	70	80
August.....	89	74	79
September.....	83	71	78
October.....	80	50	67
November.....	79	41	56
December.....	65	40	50
Mean..... 68+			

### WEATHER TABLE,

Showing the direction of the wind and the state of the atmosphere,  
FOR SIX MONTHS AT NORFOLK  
IN 1820.

Winds.									Atmosphere.			
N.	N.W.	N.E.	E.	S.E.	S.	S.W.	W.		Clear.	Cloudy.	Rain.	Snow.
6	33	55	11	21	2	51	5		121	39	21	3

\* The reader will observe that a considerable change has taken place in 30 years.

## MARITIME AND COMMERCIAL STATISTICS.

ARRIVED AT THE PORT OF NORFOLK FROM JAN. to DEC. 31, 1850.

Nation.	No. of vessels.	Tonnage.	No. of Crew.	Invoice value of Cargoes.
American.....	46	9,215	382	\$64,519
British.....	42	10,271	437	183,526
French.....	2	291	12	
Russian.....	1	594	18	
Norwegian.....	3	777	30	
Sicilian.....	2	422	19	
Dutch.....	1	384	15	598
Hanoverian.....	1	266	11	
Hamburgh.....	1	134	9	
Total.. ..	99	22,354	933	\$248,643

## DEPARTED.

Nation	No. of vessels.	Tonnage.	No. of Crew.	Invoice value of Cargoes.
American.....	102	17,221	768	\$358,702 51
British.....	43	10,814	451	146,804
French.....	2	291	12	5,629
Russian.....	1	594	18	14,461 05
Norwegian.....	3	777	30	15,488 08
Sicilian.....	2	422	19	5,477 69
Dutch.....	1	384	15	612 01
Hanoverian.....	1	266	11	6,779
Hamburgh.....	1	134	9	
Total.....	156	30,903	1,333	\$553,853 24

N. B.—The American coasting square-rigged vessels and schooners are not included in the returns.

## LICENSE OF COASTING VESSELS.

Coasting vessels, trading without license, and subject to foreign tonnage (50c per ton) in every port they enter, when navigating without license; unless the license expires while the vessel is at sea; and the master is subject to a fine of fifty dollars if he does not if within the district, surrender his license within three days after it expires; or, if at sea, within 48 hours after arrival within the district to which the vessel belongs: the vessel, if laden with foreign merchandise, is also subject to forfeiture, and the foreign goods with which she may be so laden. If such vessel be in another district when her license expires, the master is required to deliver her papers to the Collector of the district in which she may be, and to take out a temporary register to be delivered to the Collector of the district to which the vessel belongs.

DISTANCES FROM NORFOLK TO OTHER PLACES.

Atlantic Ocean, (by land).....	20	Lynchburg .....	180
Do. (by water).....	30	Margarettsville .....	66
Augusta, Ga. ....	500	Memphis, Tenn. on the Mississippi .	700
Baltimore.....	180	Mobile.....	1190
Blue Ridge.....	190	Newbern, N. C.....	130
Boston (by sea).....	600	New Orleans .....	1300
Cape Charles.....	35	New Point Comfort.....	35
Cape Henry.....	30	New York (by sea).....	300
Carrsville.....	32	Newport's News .....	16
Castle Calhoun.....	16	Newsom's Depot.....	52
Charleston .....	350	Old Point Comfort.....	16
Cherrystone, E. S. Va.....	45	Patapsco River.....	180
Cincinnati.....	500	Patuxent River .....	120
City Point.....	90	Petersburg .....	114
Clarksville .....	125	Philadelphia (by sea) .....	270
Craneys Island.....	5	Potomac River.....	91
Deep Creek.....	9	Princess Anne, C. H.....	20
Edenton.....	90	Raleigh, N. C.....	150
Elizabeth City, N. C.....	45	Rappahannock River .....	59
Franklin Depot (S. & R. R. R.) ....	38	Richmond .....	140
Fredericksburg .....	220	Severn River.....	150
Gareysburg (by stage).....	78	Smithfield.....	30
Great Bridge.....	10	Suffolk.....	17
Hampton.....	18	Washington, D. C.....	190
Hampton Roads.....	8	Weldon.....	78
Jamestown .....	46	Western Branch.....	2
Kempsville.....	10	Wilmington, N. C.....	240
Lake Drummond.....	23	Williamsburg .....	62
Lambert's Point.....	4	Windmill Point.....	75
Lisbon, Portugal.....	3800	Yorktown.....	35
London Bridge(P. A. Co.).....	16		

ANNIVERSARIES—1852.

February 14—Saturday—St. Valentine's day.  
 February 22—Sunday—Birth of Washington.  
 March 17—Wednesday—St. Patrick's day.  
 June 22—Tuesday—Victory at Craneys Island.  
 July 4—Sunday—Independence day.  
 October 19—Tuesday—Victory at Yorktown.  
 December 25—Saturday—Christmas.

## PORTSMOUTH.

## List of Streets lying North and South.

Water street, easternmost thoroughfare in the town.		Washington, 100 feet wide.	
Crawford, 100 feet wide.		Green, 60	"
Middle, 60	"	Effingham, 100	"
Court, 100	"	Chesnut, 60	"
Dinwiddie, 60	"		

## Streets running East and West.

North, (northernmost,) Queen,	County,	Bart,	Race,
Glasgow,	High, 100 f. w.	Crab,	Clifford,
London,	King,	South,	Griffin,
			Duke,
			Brighton.

## STREETS IN GOSPORT,

(Properly a part of Portsmouth.)

Running North and South.		Running East and West.	
Water, (easternmost,) 60 feet wide.		Hythe, (northernmost,) 60	"
Second, 100	"	Harrison, 60	"
Third, 60	"	Randolph, 60	"
Fourth, 100	"	Henry, 60	"
Fifth, 60	"	Lincoln, 60	"
Sixth, 100	"	Nelson, 60	"
		Fayette, 60	"
		Jefferson, 60	"

## WASHINGTON,

(Commonly called Washington Point:)

Streets running South east from the Riv'r.		Running South west from Liberty	
Liberty, Chesnut,		Water,	
Mulberry, Freedom,		Pine,	
St. John's.		Washington.	

There are also three narrow thoroughfares lying North east and South west.

## PUBLIC BUILDINGS IN PORTSMOUTH—

Situated on High Street.

Town Hall,	County Jail,
Virginia Bank,	Portsmouth Savings Bank.

## OTHER PUBLIC BUILDINGS.

- 1 Masonic and 1 Odd Fellows' Lodge.
- Portsmouth Academy.
- 2 Railroad Depots, and
- 6 Public School Buildings.

## CHURCHES.

3 Methodist, 2 Episcopal, 1 Baptist, 1 Presbyterian and 1 Catholic.

## TRUSTEES OF THE TOWN.

Robert Dickson, President.	Moss W. Armistead,	George W. Grice,
James Emerson,	Augustus Moore,	N. B. Webster,
Wm. W. Davis,	Henry Phillips,	One vacancy.
Clerk and Treasurer, Wm. M. Levy.	Assessor, R. H. Cuthrell.	
Town Sergeant, Samuel Stanwood.	Wood Measurer, John Luke.	
Collector, Morris Tabb.	Supt. of Ferry, Geo. Chambers.	



MAGISTRATES OF NORFOLK COUNTY.

Stephen Wright,	J. G. Martin,	John Nash,
Samuel Watts,	W. B. Scott,	Wm. Tatam,
A. R. Smith,	L. Gayle,	R. W. Silvester,
R. W. Baugh,	James E. Wilson,	S. B. Tatam,
Ezekiel Powell, Jr.,	Wm. Etherage,	S. Brown, Jr.,
O. Bernard,	Isaiah Cherry,	S. Crocker,
Geo. T. Wallace,	John S. Wise,	T. B. Butt,
John Foreman,	John P. Biddle,	T. V. Webb,
Samuel Etherage,	E. P. Cooper,	D. Nash,
F. Wilson,	Wm. G. Webb.	

Clerk of the Courts, Arthur Emerson.  
 Deputy Clerk, Wm. J. Howland.  
 Coroner and (acting) Sheriff, Wm. Etherage.  
 Deputy Coroner, John M. Drewry.  
 Deputy Coroner and Jailer, John Jack.  
 Surveyor, Edward L. Young.

PORTSMOUTH PAPERS.

THE DAILY PILOT.

Published by HENRY E. ORR & G. W. McLEAN, at five dollars per year, in advance.  
 The Country Pilot, two dollars per year, or one dollar for six months, in advance.

THE DAILY DISTRICT WHIG,

Is published by WASHINGTON L. RIDDICK, in Portsmouth and Norfolk, Va., at six dollars per annum.

THE DAILY TRANSCRIPT.

D. D. FISKE, publisher and proprietor. Terms: Ten cents a week, payable to the carrier, or five dollars for twelve months.

BRANCH BANK OF VIRGINIA.

Directors.

Samuel M. Wilson, President.	Wm. Benthall,
Richard W. Baugh,	Robert M. Boykin,
Thomas Brooks, Jr.,	Charles L. Cocke,
	Moss W. Armistead.
Cashier, Wm. H. Wilson.	Discount Clerk, Overton Bernard.
Teller, Holt Wilson.	Runner, Jas. C. Choate.
Book-Keeper, W. A. Niemeyer.	Discount Day, Wednesday.

PORTSMOUTH SAVINGS FUND SOCIETY.

Directors.

Winchester Watts, President.	Arthur Emmerson,
George Chambers,	Thomas Hume,
Joseph A. Bilisoly,	John N. Ashton,
	J. Scott.
Cashier, Geo. M. Bain.	Discount Day, Tuesday.

MERCHANTS' AND MECHANICS' SAVINGS BANK.

Directors.

George W. Grice, President.	George Marshall,
Robert Dickson,	Jos. Bourke,
C. Y. Driggs,	S. Cowley.
	Cashier, Wm. H. Hodges.

PORTSMOUTH PROVIDENT SOCIETY.

President, Samuel Watts.	Secretary, George Reed.
Vice President, George M. Bain.	Treasurer, Charles A. Grice.

## OFFICERS OF THE SEVENTH REGIMENT.

Lieut. Col. Maurice B. Langhorne, of Infantry.  
do Charles Cassell, of Artillery.  
Quartermaster, B. J. Accinely.  
Paymaster, Washington L. Riddick.  
Surgeon, George W. O. Maupin.  
Surgeon's Mate, V. B. Bilisoly.  
Captain, Samuel A. Forbes, of Riflemen.  
do H. B. Keaton, of Infantry.  
First Lieutenant, Wm. R. Woodend, of Riflemen.  
do Patrick H. Daughtrey, do  
do George C. Bourdette, of Artillery.  
do Thomas Rudd, of Infantry.  
Sec'd. do Willis B. Dail, of Riflemen.  
do James W. Dougan, do  
do Jos. H. James, of Artillery.  
Captain, Charles Calvert, of Infantry.  
do George W. Butt, do  
do Thomas B. Butt, do  
First Lieutenant, Stephen Pace, do

## RESOLUTION FIRE COMPANY.

Captain, George Chambers  
Second Captain, John Nash.  
Foreman of Engines, M. Anderson.  
Foreman of Hose, ——— Whitehurst.  
Foreman of Hooks and Ladders, W. K. Walker.  
Secretary, P. Luke.  
Treasurer, Joseph Bilisoly.  
Steward, Thomas Woodhouse.

## INSTITUTIONS OF LEARNING.

Portsmouth Female Institute, by the Misses Green, on North street.  
Professor N. B. Webster's Academy, at his Cottage, Green street.  
There are several well conducted Public Schools.

## GOSPORT IRON WORKS.

A. Mehaffey, Proprietor.  
G. B. Davids, Genl. Superintendent.  
Jno. A. Green, Clerk.  
James Ferguson, Agent, Norfolk.  
H. V. Niemeyer, do Portsmouth.

## MASONIC.

PORTSMOUTH NAVAL LODGE, No. 100.

Dr. Solomon Sharp, Master.

ROYAL ARCH CHAPTER, No. 11.

Chas. A. Grice, High Priest.

PORTSMOUTH ENCAMPMENT, No. 5.

Chas. A. Grice, Grand Commr.

## I. O. O. F.

OLD DOMINION LODGE, No. 5.

WILDEY ENCAMPMENT, No. 3.

SONS OF TEMPERANCE.

HOWARD DIVISION, No. 2.

TEMPLE OF HONOR.

I. O. R.

TRIUMPHANT TENT, No. 98.

There is an Order of "RED MEN," a Mechanical Association, a Total Abstinence Society, composed of young men and boys, called "CADETS OF TEMPERANCE," besides several other associations in Portsmouth.

OFFICERS, &c., ATTACHED TO THE U. S. NAVAL ESTABLISHMENT, GOSPORT.

		Residence.
Silas H. Stringham,	Captain,	Yard.
Robert B. Cunningham,	Commander,	do
H. H. Bell,	Lieutenant,	do
Robert B. Pegram,	do	Norfolk.
Samuel Barrington,	Surgeon,	Yard.
John de Bree,	Purser,	Norfolk.
Henry A. F. Young,	Master,	Portsm.
John W. West,	do	Yard,
Benj. W. Palmer,	Clerk,	Portsmo.
Charles H. Poor,	Lieut. Inspec., &c.,	Norfolk.
Timothy J. Harrison,	Chaplain,	Portsmo.
Michl. Hall,	Boatswain,	do
John Martin,	Gunner,	do
John O. Butler,	Carpenter,	Norfolk.
Alex. O. Fowler,	Surgeon's Steward,	Gosport.
Joseph A. Densen,	Steward,	Portsmo.

SUPERINTENDENTS.

Samuel C. Hartt,	Naval Construcster,	Portsmo.
John G. Hatton,	Naval Storekeeper,	do
James Jarvis,	Inspector of Timber,	do
A. Judge Manning,	Clerk of the yard,	Gosport.
Wm. H. Peters,	Clerk to Commandant,	Portsmo.
Lewis W. Boutwell,	do	do
Wm. G. Webb,	Clerk to N. S. Keeper,	do
Wm. G. Maupin,	do	do
John F. Potts,	do	do
H. W. King,	Clerk to N. Constr,	do
Henry Gardner,	Keeper of Magazine,	do

HEADS OF DEPARTMENTS.

Jno. Richardson,	Master Carpenter,	Portsmo.
Jno. Dunham,	do Caulker,	do
Samuel M. Latimer,	do Mason,	do
Chas. A. Grice,	do Blacksmith,	do
James A. Williams,	do Ship Joiner,	do
John Freeman,	do Master Rigger,	do
John Hobday,	do Painter,	do
Monroe M. Anderson,	do Armorer,	do
Charles Cassell,	do Sail Maker,	do
Patrick Williams,	do House Joiner,	do
John B. Davis,	do Mast Maker,	do
Smith Herbert,	do Boat Builder,	do
Geo. Murray,	do Cooper,	do
Joseph H. Porter,	do Block and G. C. Maker,	Portsmo.
Aug. Jordan,	do Machinist,	Norfolk.
Robt. T. Scott,	do Asst. Engineer,	Portsmo.

## HOSPITAL.

		Residence.
N. C. Barrabino,	Surgeon.	Hosp.
Step. A. McCreery,	Past Asst. Surg.	do
Wm. McKenney,	Chaplain.	Norfolk.
Henry H. Hunter,	Steward,	Hosp.

## ORDINARY.

Thomas A. Dornin,	Commander,	Norfolk.
Chas. F. M. Spotswood,	Lieut.	Ship.
John S. Muary,	Master,	do
Wm. Whitehead,	Boatswain,	do
A. A. Peterson,	Gunner,	do
Jesse Wilkerson,	Captain,	Norfolk.
Thos. T. Webb,	do	do
John P. Zantzinger,	do	do
Wm. M. Armstrong,	Commander,	do
David G. Farragut,	do	do on duty.
George P. Upshur,	Commander,	Norfolk.
George Adams,	do	Baltimore.
Wm. C. Whitte,	do	Va.
Jon. D. Ferris,	Lieutenant,	Norfolk.
Richard Page,	do	do on duty.
Gab. G. Williamson,	do	Va.
Oliver S. Glisson,	do	Norfolk, on duty.
Gust. H. Scott,	do	Norfolk, on duty.
Charles F. McIntosh,	do	Norfolk.
Isaac N. Brown,	do	Portsmouth, on duty at sea.
John J. Guthrie,	do	Portsmouth.
Robert B. Riell,	do	
Wm. B. Muse,	do	N. Carolina.
Thomas Williamson,	Surgeon,	Portsmouth.
Solomon Sharp,	do	do
Wm. F. Carrington, Assist. Surgeon,	do	Va.
Edward Fitzgerald,	Purser,	Norfolk.
Samuel Forrest,	do	do
S. T. Waller,	do	do
Vernon Eskridge,	Chaplain,	Portsmouth.
James H. Spotts,	Pd. Mid.,	Ohio.
William A. Webb,	do	(Act. M.) absent on duty.
Thomas S. Phelps,	do	Portsmouth.
John H. Upshur,	do	Norfolk, on duty.
William R. Mayo,	do	do
Alexander Cunningham,	Master,	Portsmouth.
John W. W. Dyes,	Master's Mate,	Sick at Hospital.
Edward Crocker,	Boatswain,	Portsmouth.
William Smith,	do	Norfolk.
John Dunderdale,	do	Portsmouth.
John Young,	do	Norfolk.
Charles Woodland,	do	do
George Marshall,	Gunner,	Gosport.
Thomas Robinson,	do	St. Helena, on duty.
David Ranken,	do	Portsmouth.
William Knight,	Carpenter,	do
Hugh Lindsey,	do	do
William Sewell, Jr.,	Chief Engineer,	do
George Sewell,	1st Asst.	do
William C. Wheeler,	2d do	do
John Farren,	2d do	do
N. P. Patterson,	2d do	do
Oscar Davids,	3d do	do
Stephen D. Hibbers,	3d do	do
George F. Barden,	3d do	do
Charles H. Manson,	3d do	do
William H. King,	3d do	do
Virginus Freeman,	3d do	Norfolk.

## LIST OF OFFICERS ON THE ROLLS

OF THE U. S. RECEIVING SHIP PENNSYLVANIA, *to wit:*

John L. Saunders, Commander.	Charles M. Morris, Master.
Arthur Sinclair, Lieut.	Wm S. Bishop, Pa. Ass't. Surg. on leave.
John R. Tucker, Lieut.	Philip Lansdale, Ass't. Surgeon.
Edward C. Bowers, Lt. for the Plym'th.	James B. Hope, Captain's Clerk.
Andrew Weir, Lieut.	Mott W. Aylwin, Purser's Clerk.
William Speiden, Purser.	Alfred Hingerty, Boatswain.
Lewis W. Minor, Surgeon.	Samuel G. City, Gunner.
	Matthew M. Dodd, Carpenter.

### STEAMER ENGINEER.

E. F. Olmstead, 2d Master.	John A. Davis, Lieut.
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### COAST SURVEY.

John J. Almy, Lieut.	John S. Taylor, Lieut.
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### MARINE CORPS.

Francis C. Hall, Captain.

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## GOVERNMENT OF THE UNITED STATES.

Millard Fillmore, of New York, President.

—, Vice President.

Daniel Webster, of Massachusetts, Secretary of State.

Thomas Corwin, of Ohio, Secretary of the Treasury.

Charles M. Conrad, of Louisiana, Secretary of War.

William A. Graham, of North Carolina, Secretary of the Navy.

A. H. H. Stewart, of Virginia, Secretary of the Interior.

Nathan K. Hall, of New York, Postmaster General.

John J. Crittenden, of Kentucky, Attorney General.

The salary of the President is \$25,000 per annum; of the Vice President, \$5,000; of the Secretaries and Postmaster General, \$6,000 each; and of the Attorney General, \$4,000.

### CONGRESS.

The Senate is composed of two members from each State. Of course the number of Senators is now sixty. The Vice President of the United States is President of the Senate. The House of Representatives is composed of Representatives from each State; one to every 70,680 persons. The number of members is 231. Their compensation is \$3, and that of the Speaker \$16, per day during the session, and \$3 for every twenty miles travel in going and returning.

### SUPREME COURT.

Chief Justice, Roger B. Taney, of Maryland, salary \$5,000. The Associate Justices are, John M'Lean, Ohio; James M. Wayne, Georgia; John M'Kinly, Kentucky; John Catron, Tennessee; Peter V. Daniel, Virginia; Samuel Nelson, New York; Levi Woodbury, New Hampshire; Robert C. Grier, Pennsylvania; salaries, \$4,500. The Supreme Court is held in Washington, and has but one session annually, commencing in December.

### CIRCUIT COURTS.

The United States are divided into nine Judicial Circuits, in each of which a Circuit Court is held semi-annually, by a Justice of the Supreme Court and the District Judge of the State or District in which the Court sits.

### DISTRICT COURTS.

The United States are also divided into 38 Districts, in which Courts are held by 34 Judges.

## UNITED STATES NAVY.

According to a statement in the Navy Register for 1851, which has just been published, it appears that the Navy of the United States at present consists of seventy-five vessels, carrying two thousand and eleven guns. These comprise twelve ships of the line, fourteen frigates, twenty-one sloops of war, four brigs, five steam frigates, and ten steamships, of which three are of the first class. The commissioned and warrant officers in the service number 1,347, as follows: Captains, 68; Commanders, 97; Lieutenants, 327; Surgeons, 68; Passed Assistant do., 34; Assistant do., 44; Purser, 63; Chaplains, 29; Professors of Mathematics, 12; Masters in line of promotion, 11; Passed Midshipmen, 233; Midshipmen, 171; Masters, 19; 2d do. do., 3; Masters' Mates, 3; Boatswains, 42; Gunners, 46; Carpenters, 45; Sailmakers, 37.

The oldest Commander is Lewis E. Simonds, who entered the service in 1812; and the oldest Lieutenant, W. A. C. Farragut, who entered it in 1809.

The Marine Corps numbers 70 officers, the oldest of whom is Col. A. Henderson, who entered the service in 1806. There are also in the service 68 Engineers, of the different grades.

Number of permanent Navy Agents, 11; temporary do., 2; Naval Storekeepers, 11; Naval Storekeepers in charge of naval stores for foreign squadrons, 2; Engineer-in-Chief, 1; Naval Constructors, 7; Hemp Inspectors, 2; Agents for the preservation of live oak timber, 11.

The resignations of the year were 44, of which was one from the marine corps; deaths, 40, of which one was in marine corps; the dismissals, 29.

## COLLEGES.

Of the 120 Colleges in the United States, there were, in 1849, under the direction of the Baptists, 12; under that of the Episcopalians, 10; the Methodist influence, 12; and the Catholics 13. The remainder were divided, as to prevailing religious influence, between the Congregationalists and the Presbyterians. Harvard University had furnished 1,628 ministers of different persuasions (a large portion Unitarians) to the 1st of January, 1849; and Yale College has furnished 1,510 ministers, principally Presbyterians, up to that time.

## VALUE OF FOREIGN COINS.

Pound Sterling, (by Act of Congress in 1842),	\$4 84
English Guinea, (market value \$5 00),	5 10
English Shilling,	24
French five franc piece, (Act of '43),	93
French Franc, do.	18 3-5
Prussian Thaler, do.	68½
Russian Ruble, do.	75
British Indian Rupee, do.	44½
Austrian Florin, (Act of '45),	48
Doubloon of Mexico, Spain, &c.,	15 58½

"Although the *legal* value of a pound sterling is \$4 84, its intrinsic or *real* value is \$4.861. The intrinsic value of coin depends on its *weight*, and the *purity* of the metal of which it is composed. In Great Britain, the *standard* gold coin consists of 22 parts *pure gold* and 2 parts *copper*. The *standard* silver consists of 37 parts of *pure silver*, and 3 parts of *copper*. A sovereign weighs 123.274 gr., and a shilling 87 3-11 gr.

The law of Congress, passed July 31st, 1789, fixed the value of the pound sterling at \$4 4-9, or \$4.44 4-9, and a dollar at 4s. 6d. This law continued in force many years, and as the *legal* or *nominal* value of the pound was below its real value, such a per cent. was added to the nominal value, as was necessary to make it express the real value. As it requires nearly 9 per cent. of \$4.44 4-9 to be added to it, to make \$4.84, when sterling funds or bills are estimated at \$4 4-9 to a pound, and are 9 per cent. premium, they are really only at par.

In buying or selling bills of exchange on England, it is still customary to consider the value of a pound \$4 4-9, and then to add the per cent. premium.

The *standard unit* of weight in the United States, is the *Troy pound*; it is identical with the imperial Troy pound of England.

The name Troy is supposed to be derived from *Troyes*, in France, where the weight was first used in Europe; the Troy ounce having been brought there from the East during the crusades.

The weight of the eagle is 258 grains *standard* gold; of the dollar, 412½ grains *standard* silver; of the cent, 168 grains *pure* copper; and parts of each in like proportion. By act of Congress, 1837, the gold and silver coin of the United States, contains 9 parts *pure* metal to one of alloy. Silver and copper, in equal portions, form the alloy of gold coin, and *pure* copper the alloy of silver coin."

FOREIGN CONSULS AND VICE-CONSULS.

*Great Britain*.—Francis Waring, Norfolk, *Consul*; F. Cridland, Richmond, *Vice-Consul*.

*France*.— ——— de Flie, Richmond, *Consul*; ——— Meyassonier, Richmond, *Chancellor*; Pascal Schisano, Norfolk, *Vice-Consul*.

*Spain*.— ———

*Portugal*.—Manuel A. Santos, Norfolk, *Consul*.

*Belgium*.—A. W. Nolting, Richmond, *Consul*; Augustus Branda, Norfolk, *Vice-Consul*.

*Sweden and Norway*.—Duncan Robertson, Norfolk, *Consul*.

*Bremen*.—E. W. De Voss, Richmond, *Consul*.

*Netherlands*.—Myer Myers, Norfolk, *Consul*.

*Brazil*.—Myer Myers, Norfolk, *Consul*; H. Baldwin, Richmond, *Vice-Consul*.

*Venezuela*.— ———

COMMONWEALTH OF VIRGINIA.

*Governor*.—John B. Floyd.

*Councillors*.—Raleigh T. Daniel, (Lt. Governor,) John F. Wiley, and John M. Patton.

*Secretary to the Commonwealth*.—William H. Richardson.

*Assistant Secretary to the Commonwealth*.—Thomas Howard.

*Clerk of Council*.—Thomas Lawson.

*Doorkeeper to the Council*.—Frederick W. R. Danforth.

*Judges of the Court of Appeals*.—Wm. H. Cabell, (*Pres.*), Francis T. Brooke, John J. Allen, Briscoe G. Baldwin and William Daniel, jr.,

*Judges of the General Court and the Circuit Superior Courts of Law and Chancery*.—Daniel Smith, (*President*), Richard H. Field, John T. Lomax, William Lee, Lucas P. Thompson, Benjamin Estill, James E. Brown, Joseph L. Fry, John B. Clopton, Richard H. Baker, John B. Christian, Isaac R. Douglass, Daniel A. Wilson, Edward Johnson, John Robertson, Narbone M. Taliaferro, David McComas, George P. Scarbourg, John W. Nash, George H. Lee, John W. Tyler, John S. Caskie, and Matthew Dunbar.

*Attorney General*.—Sidney S. Baxter.

*Auditor of Public Accounts*.—Robert Johnson.

*Second Auditor*.—James Brown, Jr.

*Treasurer*.—Robert Butler.

*Register of Land Office*.—Stafford A. Parker.

*Superintendent of the Penitentiary*.—Charles S. Morgan.

*Gen'l Ag't or Storekeeper of the Penitentiary*.—James C. Spotts.

*Adjutant General*.—William H. Richardson.

*James River and Kanawha Company.*

*President*.—John Y. Mason,

*Secretary*.—William P. Munford.

## VIRGINIA AND NEW YORK.

"To effect a cure, it is necessary to understand the nature of the disease, and the people of Virginia are getting to understand pretty well what the trouble is in that State."—*American Railroad Journal*.

Value of imports in Virginia in 1769,	-	-	-	\$4,255,000
“ “ New York, “	-	-	-	945,000
“ “ Virginia, 1832,	-	-	-	1,213,000
“ “ New York, “	-	-	-	57,000,000
Tonnage in Virginia, 1791,	-	-	-	33,000 tons.
do do 1838,	-	-	-	7,000 “
do New York, 1838,	-	-	-	500,000 “

In 1790 the white population of Virginia was 256,000 larger than that of New York. From 1790 to 1840 Virginia did not double her population. New York increased hers more than ten times, viz. : from 240,000 to 2,480,000.

Virginia started in Congress with 10 Representatives, and New York with 6 ; recently Virginia had 15, and New York 34 ; and while Virginia had made about 400 miles of railroad and 200 miles of canal, New York had 1200 miles of railroad and 900 of canal.

In 1846, New York exported of domestic produce,	-	-	-	\$38,000,000
In “ Virginia exported	-	-	-	3,500,000
New York exported of foreign produce,	-	-	-	14,000,000
Virginia, do do	-	-	-	1,550
Productive public property of New York,	-	-	-	15,000,000
do do of Virginia,	-	-	-	6,000,000
School Fund of New York,	-	-	-	6,500,000
do of Virginia,	-	-	-	1,500,000

New York has expended more money to give its inhabitants water to drink than the whole public debt of Virginia.

"What natural advantages has New York over Virginia? *None whatever*. The latter has the climate, soil, production, position."—*Mr. Tinstall of Virginia*.

## VIRGINIA AND MASSACHUSETTS.

"Massachusetts has expended more money on the Boston and Albany Railroad, than the public debt of Virginia.

"That part of Virginia on the south of James River is nearly twice as large as Massachusetts, yet the latter has already more than 1,000 miles of railroad."—*Ibid*.

## RAILROADS.

The great argument in favor of the construction of these works, is the influence they will exert in building up the State through which they run, in turning all its means of wealth to account, in inviting population, in creating manufacturing establishments, in building up commercial cities, which may receive and retain the wealth of their people, instead of allowing it to flow North, as it does at the present time. \* \* \*

How does this Commonwealth (Virginia) propose to cut herself off from bondage to the North ? Not by non-intercourse, but by making herself *independent by her own industry*. She proposes to make Norfolk the great commercial depot of the State, in place of Baltimore, Philadelphia or New York. She proposes to make her own wares, clothing—in fact, everything she wants to use, instead of importing ; and as the first step towards the new state of things, she is *opening roads*, so that her people can get at her wealth and transport it to a market.—*Am. R. R. Jour.*

## VIRGINIA STATISTICS.

Between 1819 and 1838 the real estate decreased in value in the first district \$10,792,943, and in the second district \$9,149,213, showing an aggregate decrease in eastern Virginia of \$19,942,156, whilst in the third district there was an increase of \$1,818,692, and in the fourth district of \$23,159,994, showing an aggregate increase in the west of \$24,978,686. The following table will show the value of the real estate in 1850, the increase in the districts since 1838, and the increase in taxes resulting therefrom:



Districts.	Value.	Increase.	Increase tax.
1st.....	\$77,964,574	\$17,260,521	\$3,195.06
2d.....	77,786,477	8,769,771	5,541.02
3d.....	59,250,746	16,258,542	12,915.87
4th.....	61,527,769	22,310,224	16,995.05
Total.....	\$276,529,566	\$64,599,058	\$38,646.49

It appears from this table that whilst the real estate east has increased in value since 1838, \$26,030,292, the taxes of the east will be increased thereby only \$8,736.17, and that the real estate west has increased in value \$38,568,765, and the taxes \$29,910.42. The reason of this apparent inconsistency is, that the value of real estate has increased chiefly in the towns in eastern Virginia—the town property having been already entered on the commissioners' books and charged with taxes. The increase in the value of lands west over that east will be seen to be \$12,637,473; the increase in the towns east over that in the towns west is \$8,635,778, whilst the increase out of the towns west over that east is \$20,274,250.

Since 1830 the slave population has decreased in eastern Virginia 3,580, whilst it has increased west 19,797. Between 1840 and 1850 the slaves increased east 17,487, and west 9,497, showing a steady increase of this sort of property in the west, an increase not subject to those fluctuations that mark its progress in eastern Virginia. Between 1830 and 1840 the white population decreased east 6,259, and increased west 52,925; between 1840 and 1850 it increased east 33,373, and west 123,193. The following table will show the increase of revenue since 1845, derived from subjects on which the taxes have not been changed, and not including merchants' licenses, law process and deeds:

	Taxes.	Increase.	Per cent. inc.
1845.....	\$131,845 93		
1846.....	439,444 04	\$7,598 11	1½
1847.....	452,850 22	13,406 18	3½
1848.....	461,967 66	9,117 44	2
1849.....	472,516 64	10,548 98	2½
1850.....	495,626 33	23,109 69	4½
Increase in five years.....		\$63,780 40	14½

This table shows a steady increase in the value and amount of the property of the commonwealth. If the percentage of the taxes paid respectively by the east and the west be looked to, it will appear that the ratio has not been materially altered since 1840; and if the explanation of this be sought, it will be found in the prosperity and increased taxes of eastern towns.—*Sheffey.*

STATISTICAL.—The number of horses in the State of Virginia is 318,203. Augusta has the greatest number, 9,018, and Rockingham the next greatest number, 7,075.

The number of watches in the State, on which taxes are paid, is 29,852. The two eastern districts have nearly twice as many as the two western united.

The number of clocks in the State which are assessed, is 74,180, 32,496 in the east, and 40,690 in the west.

There are 1,400 coaches or carriages in the Trans-Alleghany district, of which Ohio County, including Wheeling, has the greatest number, 181, and Nicholas and Wyoming none; 2,241 in the Valley, of which Jefferson County has 363; 6,454 in Piedmont District, of which Loudoun has 527; and 6,963 in the Tide Water District, of which Henrico, including Richmond, has 578—total in the State, 16,060.

## VIRGINIA RESOURCES AND OBLIGATIONS.

The *stocks* of Virginia are equal in value to any that can be offered in market. The *taxable property* is estimated at the sum of \$580,000,000.

"The absolute and incidental debt of Virginia amounts to \$18,370,985. This constitutes an ad valorem obligation of 2 7-8 per cent. upon the whole taxable values of Virginia, the interest on which would require an annual ad valorem tax of four mills per centum. If, then, the whole outstanding debt of Virginia were without representative investment, it might be extinguished by a single contribution of 2 7-8 per centum upon her taxable values! Nor would this require the sacrifice of her property. According to the estimate of accurate statesmen, the annual income of Virginia, arising from the sales of her products, is little short of her whole actual debt. The results of a single year of ordinary prosperity would, therefore, discharge the obligation for ever. With such indisputable evidences of the solvency of the State, it is apparent that nothing except a want of moral

fidelity could ever render the public obligations of Virginia for a moment doubtful. Of the probabilities of this the world can judge as well as ourselves. The people who encountered heavy taxation by their own government, rather than pay a trifling tribute to Great Britain, are not like to dishonor themselves by repudiation.

"A State which has ever been prompt to provide for the punctual discharge of her annual interest—which has provided a sinking fund, and has even invested a recent surplus in the redemption and extinguishment of bonds which she might have renewed by the usual fiscal devices—which has, without hesitation, increased the taxes whenever it has been necessary, is not liable to imputations of infidelity to her engagements. The proceedings of the Convention will show the determination to afford every constitutional assurance that her credit will not be abused. The Legislature will be required to increase the sinking fund, and to provide for the payment of the interest and the ultimate redemption of the principal of every appropriation. In regard to the adoption of this provision there is no doubt."

She holds bank stocks to the value of nearly \$6,000,000. Two millions of her ostensible debt is due from one department of the State to another. She holds stocks in various works completed or progressing, amounting to nearly \$12,000,000. The State is shown by some to owe, *in effect*—nothing—and by others to possess a *surplus*.

## THE ELECTIONS

For Members of Congress and of the General Assembly, will take place on the fourth Thursday in October, at which time the New Constitution will be submitted to the people. Next session of the General Assembly to commence on the 2d Monday in January, 1852.

## THE NEW APPORTIONMENT.

According to the provisions agreed upon by the Convention on the basis of Representation Compromise, Richmond is to have three delegates, and Norfolk and Petersburg one each. Norfolk County has two delegates, and Princess Anne and Nansemond one each. Elizabeth City, Warwick, York and Williamsburg, one delegate.

## THE SENATE.

The City of Norfolk will form one District, Norfolk County and Princess Anne another, and Nansemond, Surry and Isle of Wight another District, &c.

There are thirty Districts in the Eastern division and twenty in the Western.

## LEADING PRINCIPLES OF THE NEW LAW OF TAXATION IN VIRGINIA.

1. Taxation shall be, generally, *ad valorem*.
2. But, slaves not twelve years old are exempted.
3. Slaves twelve years old and over shall be taxed *per capita*, and not more than the tax on land worth \$300.
4. White males twenty-one years old and over, shall be taxed *per capita*, with twice the tax on land worth \$200.
5. The Legislature may tax, at its pleasure, incomes, salaries and licenses, but, in that case, the property or capital producing the income or salary, or to which the licenses relates, is to be exempt.

## QUALIFICATION OF VOTERS.

1. Every white male citizen of the Commonwealth, of the age of twenty-one years, who has been a resident of the State for two years, and of the county, city or town where he offers to vote, for twelve months next preceding an election, and no other person, shall be qualified to vote for members of the General Assembly, and all officers

elective by the people: but no person in the military, naval or marine service of the United States, shall be deemed a resident of this State, by reason of being stationed therein. And no person shall have the right to vote, who is of unsound mind, or a pauper, nor a non-commissioned officer, soldier, seaman, or marine in the service of the United States, or who has been convicted of bribery in an election, or of any infamous offence.

2. The General Assembly at its first session after the adoption of this Constitution, and afterwards as occasion may require, shall cause every city or town, the white population of which exceeds five thousand, to be laid off into convenient wards, and a separate place of voting to be established in each, and thereafter no inhabitant of such city or town shall be allowed to vote except in the ward in which he resides.

3. No voter during the time for holding any election at which he is entitled to vote, shall be compelled to perform military service, except in time of war or public danger; to work upon the public roads, or to attend any court as suitor, juror or witness; and no voter shall be subject to arrest under any civil process during his attendance at elections, or in going to and returning from them.

4. In all elections votes shall be given openly, or *viva voce*, and not by ballot. But dumb persons entitled to suffrage may vote by ballot.

## COLONIZATION SOCIETY OF VIRGINIA.

President—His Excellency, John B. Floyd.

Vice-Presidents—W. H. McFarland, John Rutherford. S. S. Baxter, Ro. G. Scott, John H. Cocke, James C. Bruce, John Janney, R. C. L. Moncure, Wm. M. Blackford, Ro. B. Bolling, Tazewell Taylor and Wm. Maxwell.

Recording Secretary—Fred. Bransford.

Corresponding Secretary—Peter V. Daniel, Jr.

Treasurer—Thomas H. Ellis.

## VIRGINIA AND FOREIGN BAPTIST BIBLE SOCIETY.

Rev. Tiberius G. Jones, of Norfolk, Corresponding Secretary.

Thomas D. Toy, " Treasurer.

Charles Wortham, Richmond, Receiving Agent.

## ODD FELLOWS IN VIRGINIA.

The Grand Lodge in Virginia, at its late session, elected the following gentlemen as officers for the ensuing year:

James M. H. Brunet, of Petersburg, Grand Master.

John R. Edmonds, of Fauquier County, Deputy Grand Master.

John V. K. Ebbert, of Wheeling, Grand Warden.

David H. Reed, of Richmond, Grand Secretary.

George W. Toler, of Richmond, Grand Treasurer.

Israel Robinson, Grand Representative to the Grand Lodge of the United States.

Number of Lodges in the State, about 2,500.

Contributing members, about 200,000.

Annual revenue, \$1,500,000.

## APPROPRIATIONS.

Appropriations made by the last General Assembly on the part of the State, to works of internal improvement in the four grand divisions of the State:

Tide Water Division,.....	\$26,611
Piedmont,.....	1,133,875
Valley,.....	228,120
Trans-Alleghany, .....	321,090

**\$1,709,696**

## DISMAL SWAMP CANAL.

List of the principal articles transported upon the Canal, for the year ending September 30th, 1848:

2,570 bales cotton, 33,154 bbls. fish, 27,064 bbls. naval stores, 1,058 bbls. spirits turpentine, 867,888 bushels corn, 715,19 bushels wheat, 24,066 bushels peas, 389 bushels beans, 3,260 do. flax seed, 7,287 do. potatoes, 1,512 cwt. bacon, 1,263 kegs lard, 4,705 bbls. spirits, wine and cider, 2,462 do. pork, 5,880 do. flour, 321 casks bread, 219 do. cheese, 1,729 hhds. and bbls. sugar, 2,420 feet mast timber, 385,625 do. ship timber and plank, 34,272,880 shingles, 24,328 garden pales and rails, 8,788 cords wood, 215 crates earthenware, 4,912 casks lime, 188 hhds. spirits, 8,446,890 hhd., pipe and bbl. staves, 1,059 bags coffee, 107,907 do. salt, 126 tons iron, 493 boxes manufactured tobacco, 18,278 cubic feet dry goods, 1,295 boxes soap and candles, 1,225 kegs nails, 332 boxes shoes, 108 kegs powder; also, outward, sundries, equal to 15,000 bbls. flour, and inward, 2,500 bales cotton.

Produce, &c., passed through the Canal during the year ending 30th September, 1849:

## INWARD.

3,384 bales cotton, 43,470 bbls. fish, 23,576 bbls. naval stores, 788 bbls. spts. turpentine, 139 bbls. spirits, 1,259 cwt. bacon, 792 kegs lard, 1,315,507 bus. corn, 38,872 bus. wheat, 18,889 bus. peas, 1,109 bus. beans, 2,621 bus. flax seed, 9,429 bus. potatoes, 122,193 cub. feet timber, 246,471 cub. ft. plank and scantling, 398,170 pipe staves, 7,336,500 hdd. staves, 298,690 bbl. staves, 29,698,120 shingles, 13,250 garden pales, 9,560 rails, 50 coopers' bolts, 202,410 coopers' staves, 4,264 cords wood.

## OUTWARD.

54 qr. casks wine, 3,617 bbls. spirits, 2,303 do. pork, 6,040 do. flour, 421 do. fish, 301 do. bread, 115 do. beer and cider, 569 do. sugar, 132 hhds. sugar, 853 do. molasses, 168 do. spirits, 1,498 bags coffee, 14,688 cub. ft. dry goods, 1,023 boxes hats and shoes, 1,022 boxes soap and candles, 1,288 kegs nails, 169 kegs powder, 180 crates ware, 295 casks cheese, 6,853 do. lime, 72,017 bus. salt, 88 1-5 tons iron, 492 boxes tobacco.

Memoranda of Goods and Produce received at Gaston for the year ending 30th September, 1849:

6,182 hhdr. tobacco, 464 do. stems, 3,314,914 lbs. manufactured tobacco, 16,586 bbls. flour, 32,687 bush. wheat, 11,333 do. corn, 1,115,292 lbs. groceries, 10,405 sacks salt, 129,200 lbs. nails, 1,272 casks lime, 280,310 lbs. sugar, 138,684 do. coffee, 114,252 do. molasses, 39,682 do. domestic spirits, 16,438 do. leather, 90,992 do. iron, 44,966 do. bacon, 75 boxes tallow candles, 17,080 lbs. castings, 17,288 do. oil, 171½ bbls. fish, 46 bales cotton, 27,940 lbs. dry hides, 31,800 do. wet do., 12,662 do. beeswax, 10,362 do. vinegar, 1,150 do. butter, 127,192 do. dry goods, 6,080 do. grindstones, 18,000 feet plank.

## PRINCIPAL RIVERS IN VIRGINIA.

Names.	Miles long.	General direction.	Emptying in.
Big Sandy,	150	Northwest,	Ohio River.
Chowan,	150	Southeast,	Albemarle Sound.
Great Kanawha,	300	Northwest,	Ohio.
James,	500	Southeast,	Hampton Roads.
Monongahela,	200	North,	Ohio.
Ohio,	1300	Southwest,	Mississippi.
Potomac,	400	Southeast,	Chesapeake Bay.
Rappahannock,	180	Southeast,	Chesapeake Bay.
Roanoke,	400	Southeast,	Albemarle Sound.
York,	125	Southeast,	Chesapeake Bay.

## BAYS, &amp;c.

Chesapeake Bay, Lynnhaven Bay, Broad Bay, Linkhorn Bay, Wocomico Bay, Hampton Roads, Norfolk and Portsmouth Harbor, Currituck Sound, Lake Drummond.

## MOUNTAINS IN VIRGINIA.

The Blue Ridge runs through the centre of the State, from northeast to southwest.

The Alleghany mountains lie about fifty miles west of the Blue Ridge, extending also entirely through the State.

The Cumberland are in the southwestern part of the State, running northeast through Lee and Russell counties.

## COLLEGES IN VIRGINIA.

Names.	Founded.	Commencement.	Under whose direction.
William and Mary, at Williamsburg,	1693,	July 4th,	Episcopalians.
Hampden Sidney, in Prince Ed. Co.,	1783,	4th Wed. in Sept.,	Presbyterians.
Washington, at Lexington,	1812,	Last Thurs. in June,	O. S. Presbyt's.
University of Va., at Charlottesville,	1819,	July 4th,	
Randolph Macon, at Boynton,	1832,	2d Wed. in June,	Methodists.
Emory and Henry, at Glade Spring,	1839,	Last Wed. in June,	Methodists.
Rector, in Harrison Co.,	1839,		Baptists.
Bethany College, at Bethany,	1840,	4th of July,	
Medical College, at Richmond,			
Richmond College, at Richmond,	1832,		Baptists.

There are also in the State of Virginia several military institutions, and many well conducted academies, high schools, &c.

## RAILROADS IN VIRGINIA.

Names.	Places connected.	Miles.
Central .....	Richmond to Guyandotte.....	
Chesterfield.....	Manchester to Coal Mines.....	18½
City Point.....	Petersburg to City Point.....	9
Greenville and Roanoke.....	Hicksford to Gaston, N. C.....	17
Louisa.....	Taylorsville to Gordonsville.....	35
Petersburg and Roanoke.....	Petersburg to Blakeley, N. C.....	63
Seaboard and Roanoke.....	Portsmouth to Weldon, N. C.....	78½
Rich'd. Fredericksburg and Potomac.	Richmond to Potomac River.....	75
Richmond and Petersburg.....	Richmond to Petersburg.....	22½
Winchester and Potomac.....	Harper's Ferry to Winchester.....	32

North Carolina has 3, South Carolina 2, Georgia 7, Alabama 6, one of which is 466½ miles long, Massachusetts 52, (this State is about one-ninth the size of Virginia,) New York 32, Pennsylvania 22, in other states about 85.

## MISCELLANEOUS.

## BROKERAGE.

Persons who deal in money stocks, &c., are called Brokers, and the operation of finding the per centage is termed *Brokerage*.

## INTEREST RULES.

For one year—multiply the principal by the rate per cent.

For more than one—multiply the interest for one year by the number of years.

For months—take such parts of the interest for one year, as the number of months is part of a year.

For days—take such part of the interest for one month, as the number of days is part of a month, or multiply the principal by the number of days and divide by 60, the quotient will be the interest in cents.

For years, months and days, or for any two of these periods—find the interest of each period and take the sum of the results.

The interest, at 6 per cent., for one month, is  $6-12$  or  $\frac{1}{2}$  per cent. of the principal. For 2 months it is 1 per cent. For 3 months  $1\frac{1}{2}$  per cent., four months 2 per cent., &c., counting 30 days to each month.

## LEGAL RULE FOR PARTIAL PAYMENTS.

The rule for casting interest where partial payments have been made, is to apply the payment in the first place to the discharge of the interest then due.

If the payment exceeds the interest, the surplus goes toward discharging the principal, and the subsequent interest is to be computed on the balance of principal remaining due.

If the payment be less than the interest, the surplus of interest must not be taken to augment the principal, but interest continues on the former principal until the period, when the payments taken together exceed the interest due, and then the surplus is to be applied toward discharging the principal; and the interest is to be computed on the balance as aforesaid.

Simple interest is interest on the principal only.

Compound interest is the interest paid not only on the principal, but also on the interest, after it is due.

*Legal Rates of Interest.*—The legal rate is 8 per cent. in Georgia, Alabama, Mississippi, Louisiana and Florida. It is 7 per cent. in New York, New Jersey, South Carolina, Michigan, Wisconsin and Iowa. In all the other States it is 6 per cent.

## DISCOUNT

Is a deduction for the payment of money before it is due.

To find the present worth of a sum payable at a future time, without interest, divide the debt by the *amount* of one dollar for the given time, at the given rate per cent., the quotient is the present worth.

To find the discount, subtract the present worth from the debt.

## COMMISSION

Is the per cent. or amount allowed to agents for buying and selling goods, or the transacting of other business.

Persons who transact business for others, are termed Agents, Commission Merchants, Factors and Correspondents.

Commission is generally estimated at a certain per cent. on the amount of money employed in the transaction; thus at 5 per cent. an agent or commission merchant would receive \$12 for selling goods to the amount of \$240.

## STOCKS.

Stock is money or property invested in Manufactories, Railroads, Insurance Companies, Incorporated Banks, Government Funds, State Bonds, &c. Stock is divided into shares, usually of one hundred dollars each. The owners are termed stockholders.

The original cost of a share is called its *par value*, or *nominal value*.

## DIRECTIONS ABOUT NOTES.

The person who signs the note is called the *drawer* or *maker* of the note; and the person who has the lawful possession of a note is called the *holder* of the note.

A note is said to be negotiable or transferable, that is, the holder may sell it, if it contains the words, *or order*, or the word, *or bearer*. If these words were left out in the notes given in the forms, they would not be transferable.

When the holder of a negotiable note payable to *order*, wishes to transfer it, he must *endorse* it, that is, write his name on the back of it. The holder of the note is then authorized to collect it from the drawer; but if the drawer refuses to pay it, the holder may collect it from the endorser.

When a note is made payable to bearer, then the *drawer only* is responsible, and he must pay to the holder of the note.

The words, "*For value received*," should be expressed in every note, and the amount of money should always be written in words.

The time at which a note is to be paid should always be specified, but if no time is named, the drawer must pay when a demand is made.

When a note payable at a future day, becomes due, it will draw legal interest, though no mention be made of interest.

If two persons jointly and severally give their note, it may be collected of either of them, but not of both.

If a note is given, payable on a fixed day in *certain other articles*, instead of money, if the payment is not made at the time, and in the manner specified in the note, the holder can claim payment in money.

## SUNDAY CONTRACTS.

In the Supreme Judicial Court of Marine April, 1848, in an action upon a *contract for the sale* of real estate, which was made and signed on Sunday, the decision was that the contract was void, because made on Sunday, and neither a work of necessity or charity. The decisions of New Hampshire and Vermont were approved. The English statute prohibits labor to persons in their "ordinary calling." The State of New York only prohibits Sunday "sales."

## COMMON CARRYING-TRADE: BY SEA OR LAND.

A common carrier is one who undertakes to carry goods or packages of any kind, by land or water, for hire, stated or implied, as an employment; owners of stage-wagons, stage-coaches, and railroad cars, who carry goods for hire; truckmen, teamsters, porters—owners and masters of vessels in the carrying trade—canal boatmen, barge-owners, &c., are common carriers.

Owners of steamboats who tow vessels, and private individuals who may agree to convey a man's goods on a special occasion, are not liable as common carriers.

Owners of stages, hackney-coaches, and other vehicles for carrying passengers with their baggage, are liable as common carriers for baggage or luggage intrusted to their care, but not for goods unless under a special agreement.

Warehousemen, wharfingers, and private carriers are bound to use ordinary care and diligence, and are liable but for gross negligence or bad faith.

## CARRIERS OF PASSENGERS.

They are bound to carry them safely and properly to their place of destination; to use the utmost skill, care and diligence; and are responsible for the least neglect. If an accident happens, it falls to the carrier to show that it was not his fault. All

who seek a passage are to be treated with impartiality, but must pay in advance if required, and submit to reasonable rules for the general convenience and comfort. Persons of coarse, rude conduct, or suspicious or notorious bad character, may be refused.

The conveyance must be suitable for the passage, having skilful, prudent, faithful conductors and servants. If by water, the vessel must be sea-worthy, with a competent crew. His baggage must be duly delivered to the passenger, or the carrier must keep it for him a reasonable time.

In case of a coachman: if he is rash, careless, races violently, or by want of caution runs foul of anything, and an accident happens, the proprietors are liable. The carrier may detain baggage for his unpaid fare.

#### COST OF GOING TO LONDON, &c.

Fare going and returning in a steamer.....	\$200
Gratuities to servants on steamers.....	5
Railroad fare from Liverpool to London and back.....	14
Board in London four weeks.....	85
Hack hire, (look out sharp for the drivers,).....	16
Amusements, excursions, &c.....	25
Fare from London to Paris and back.....	15
Expenses a week in Paris.....	40

\$400

The regular fare by the Collins line of steamers is \$130, and by the Cunard line \$120 going out, and \$175 by either line from Liverpool to New York. The regular price by the best packet ships is \$100 either way, but many of them will probably issue excursion tickets for about \$125 the round trip. At the best hotels in London board ranges from \$5 to \$10 per day, but good board can be had for \$1 50 a \$3, or \$10 a \$15 per week.

#### OYSTERS IN THE WEST.

Mr. Wise stated in the Virginia Convention, that a single firm in Baltimore had amassed during the last ten years a fortune of \$250,000, by simply transporting oysters to the Western States, all of which were obtained at the oyster banks of the Eastern Shore of Virginia, and transported over the Baltimore and Ohio Railroad to Cumberland, and thence to the Ohio River in stages. This firm paid to the Railroad Company in one year for transporting oysters alone, \$35,000. This single illustration should speak trumpet tongued in favor of East and West lines of railroads.

**A TRUE LAWYER.**—Alexander Hamilton was once applied to as counsel by a man having the guardianship of several orphans, who would, on coming of age, succeed to a large and valuable estate, of which there was a material defect in the title-deeds, known only to their guardian, who wanted to get the estate vested in himself. Hamilton noted down the faithless executor's statements, and then said to him, "Settle with these unhappy infants honorably to the last cent, or I will hunt you from your skin like a hare." The advice was strictly followed, and the man who gave it was an ornament to the bar, and the age he lived in.

**WAFERS BETTER THAN WAX.**—When writing to persons in a hot climate, seal your letters with wafers; use no wax. Letters sent to the British West Indies sealed with wax, have the seal removed by the mail agent on board the steamer, who substitutes a wafer for the wax, because wax softens in tropical climates, causing the letters to adhere to each other, and otherwise defacing them.

**EDUCATION.**—"The aim of education should be to teach us rather how to think, than what to think; rather to improve our minds, so as to enable us to think for ourselves, than to load the memory with the thoughts of other men."—*Beattie*.



**ROSE CUTTINGS.**—One of the best methods of securing the success of these, is to stick the cutting an inch into *clean* river sand, with properly prepared soil about an inch below to receive the roots as soon as they strike. The clean sand prevents the wood from rotting. A correspondent of the Horticulturist succeeded with this, when every other mode failed, and says he does not lose one in twenty.

**DURING** the past year the length of new sewers constructed in the city of New York was ten and a quarter miles. The whole length of the sewers now in use in that city is seventy miles. The official report on the subject says:

"The benefits resulting from the construction of sewers in the increased convenience, cleanliness and comfort of every dwelling connected with them is becoming widely known and appreciated; dwellings so connected are greatly preferred by tenants, and an advanced rent more than equal to the interest on the cost, readily obtained for them. The period is not distant when they will come to be considered as necessary an appendage to every house as a supply of water, and also as the most ready and certain means of promoting and preserving the public health."

**THE CROUP—HOW TO PREVENT IT.**—A correspondent of the New York Mirror, a medical practitioner, in an article on this subject, says:

"The premonitory symptoms of croup is a shrill, sonorous cough. The patient is not sick—has no fever, as often in a common cold—is lively, perhaps even gayer than usual, his hands are cool, his face not flushed, possibly a shade paler than usual. This solitary symptom may last for days, with no material increase or abatement, and without attracting any notice; suddenly, however, the disease hitherto latent bursts forth in all its fatal fury, and too often continues its ravages unchecked, to the dreadful consummation. The remedies for the first symptoms of croup are simple, and in most instances perfectly efficient. They are, a mustard poultice, or a strip of flannel in oil of turpentine, or spirits of hartshorn, applied to the throat, and nauseating doses of Hive's syrup to be continued as long as the cough remains."

**CANCER.**—Make a strong decoction of red oak bark—let it be boiled until it is as stiff as ordinary adhesive plaster. Spread it on a patch of silk cloth and apply it to the diseased part. Let it remain until it comes off itself—renew it, until the sore is healed. Let no water come near the place during the treatment.

**ANTIDOTE AGAINST POISON.**—Hundreds of lives might have been saved by a knowledge of this simple recipe. A large teaspoonful of made mustard mixed in a tumbler of warm water and swallowed as soon as possible; it acts as an instant emetic, sufficiently powerful to remove all that is lodged in the stomach.

**GRAVEL.**—Make a strong tea of wild carrot, of the flower and seeds, into a pint of which, put a piece of saltpetre about the size of two large peas; let the patient drink it as warm as possible and in bed, and it will produce a copious perspiration; it may be taken at other times, during the day, and will act strongly as a diuretic.

**MUSICAL LESSON—PIANO.**

"All the G and A keys  
Are between the black *three's*,  
And 'tween the *two's* are all the D's,  
Then on the *right* side of the *three's*  
Will be found the B's and C's,  
But on the *left* side of the *three's*  
Are all the F's and all the E's."

## A WIFE

Must learn how to form her husband's happiness; in what direction the secret of his comfort lies; she must cherish his weaknesses by working upon them; she must not rashly run counter to his prejudices. Her motto must be, never to irritate. She must study never to draw largely upon the small stock of patience in man's nature, nor to increase his obstinacy by trying to drive him; never, if possible, to have scenes. It is doubtful if a real quarrel, even if made up, does not loose the bond between man and wife, and sometimes, unless the affection of both be very sincere, lastingly. If irritation should occur, a woman must expect to hear from most men even a strength and vehemence of language far more than occasion requires. Mild as well as stern men are prone to this exaggeration of language; let not a woman be tempted ever to say anything sarcastic or violent in retaliation. The bitterest repentance must needs follow such an indulgence if she do. Men frequently forget what they have themselves said, but seldom what is uttered by their wives. They are grateful, too, for forbearance in such cases; for while asserting most loudly that they are right, they are often conscious that they are wrong (!) Give a little time, as the greatest boon you can bestow, to the irritated feelings of your husband.

## HUSBANDS.

Do not jest with your wife upon a subject in which there is danger of wounding her feelings. Remember that she treasures every word you utter, though you may never think of it again.

Do not speak of some virtue in another man's wife, to remind your own of a fault.

Do not reproach your wife with a personal defect, for if she has sensibility, you inflict a wound difficult to heal.

Do not treat your wife with inattention in company. It touches her pride—and she will not respect you more, or love you better, for it.

Do not upbraid your wife in the presence of a third person. The sense of your disregard for her feelings will prevent her from acknowledging her fault.

Do not entertain your wife with praising the beauty and accomplishments of other women.

Do not, too often, invite your friends to ride, and leave your wife at home. She might suspect that you esteemed others more companionable than herself.

If you would have a pleasant home and cheerful wife, pass your evenings under your own roof.

Do not be stern and silent in your own house, and remarkable for sociability elsewhere.

Remember that your wife has as much need of recreation as yourself, and devote a portion at least of your leisure hours to such society and amusements as she may join. By so doing, you will secure her smiles, and increase her affections.

Do not, by being too exact in pecuniary matters, make your wife feel her dependence upon your bounty. It tends to lessen her dignity of character, and does not increase her esteem for you. If she is a sensible woman, she should be acquainted with your business and know your income—that she may regulate her household expenses accordingly. Let it be remembered that pecuniary affairs cause more difficulty in families than any other one cause. Your wife has an equal right with yourself to all you possess—therefore she should be made acquainted as nearly as possible with that which is of so great importance to both. Do not withhold this knowledge in order to cover your own extravagance. Woman has a keen perception—be sure she will discover your selfishness—and though no word is spoken, from that moment her respect is lessened, her confidence diminished, her pride wounded, and a thousand, perhaps unjust, suspicions created. From that moment is your domestic comfort on the wane.

**PURE AIR.**—Every apartment occupied by human beings should have an outlet, always open, for the escape of the air which has passed through the lungs, or come in contact with or immediate vicinity to the human body; and it is of the utmost importance, not only to the mental vigor and the immediate and future health of the teachers and pupils, but as a part of the education of the children, that they should be always accustomed to schoolrooms furnished with ample openings for the escape of foul air and for the admission of pure."—*Id.*

**DIRECTIONS FOR WALKING.**—Let it be understood by all, that every gentleman and every lady is expected to pass to the right. Another matter, connected with this, should be observed by all who walk with ladies. It is to place the lady on your right, and in offering your arm, let it always be the right. In this way, and by observing the first all important rule, all who pass will be on the gentleman's side, and thus avoid all contact of strangers with your companion. The practice of changing sides with the lady at every corner, so as to give her the wall, is ridiculous and awkward in the extreme.

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**DIRECTIONS TO MINORS, PARENTS, &c.**—Persons under twenty-one years of age are called minors. If a person pretend to be of age, and obtain credit for goods (not necessities,) and then refuse payment on account of his non-age, the person injured cannot recover the value of the goods, but he may indict him as a cheat. Minors cannot bind themselves by contract for anything but necessities for their subsistence, clothing, or education. If a minor contract for other things, his contract is void, or voidable at his election; but if he choose to affirm it, the other party cannot avoid it. A minor whose parent may have released his claim for his labor or wages, is not thereby enabled to bind himself by his contracts, nor can a parent or guardian authorize him to make contracts by which he will be bound, if he choose to deny them.

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**DIRECTIONS FOR RESTORING LIFE TO THE DROWNED.**—Immediately as the body is removed from the water, press the chest suddenly and forcibly downward and backward, and instantly discontinue the pressure. Repeat this violent interruption until a pair of common bellows can be procured. When obtained, introduce the muzzle well upon the base of the tongue. Surround the mouth with a towel or handkerchief, and close it. Direct a bystander to press firmly upon the projecting part of the neck, (called Adam's apple,) and use the bellows actively. Then press upon the chest to expel the air from the lungs, to imitate natural breathing. Continue this at least an hour, unless signs of natural breathing come on.

Wrap the body in blankets, place it near a fire, and do everything to preserve the natural warmth as well as to impart artificial heat, if possible. Everything, however, is secondary to inflating the lungs. Avoid all frictions until respiration shall be in some degree restored.

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**ADVERTISING AND CASH.**—He who keeps a corner grocery, and does not look for customers beyond the four blocks around him, need not advertise—it would only be throwing away his money. So of many others. But he who has a cargo of fresh tropical fruits to-day, which he must speedily sell or see spoil on his hands, cannot too quickly make known the fact to every purchaser within five hundred miles; so of hundreds. Whenever the difference in cost or quality is worth looking after, then it is an immense economy of cost and labor to let the fact be known at once and as widely as possible. Extensive advertising of itself is morally certain to work a revolution in trade, by driving thousands of the easy-going out of it, and concentrating business in the hands of the few who know how to obtain and keep it. Unite with this the substitution of cash for credit, and one-fifth of those now engaged in trade will amply suffice to do the whole—and will soon have it to do. The revolution is already begun.

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**DON'T BE DISCOURAGED.**—Don't be discouraged, if, in the outset of life, things do not go on smoothly. It seldom happens that the hopes we cherish of the future are realized. The path of life, in the prospect, appears smooth and level enough, but when we come to travel it, we find it all up hill, and generally rough enough. The journey is a laborious one; and whether poor or wealthy, high or low, we shall find our disappointment, if we have built on any other calculation. To endure cheerfully what must be, and to elbow our way as easily as we can, hoping for little, striving for much, is, perhaps, the true plan; but don't be discouraged, if occasionally you slip by the way, and your neighbors tread over you a little, or, in

other words, don't let a failure or two dishearten you; accidents will happen; miscalculations will sometimes be made; things will often turn out differently from our expectations, and we may be sufferers. It is worth while to remember that fortune is like the skies in April, sometimes clear and favorable; and as it would be folly to despair of again seeing the sun, because the day is stormy, so it is equally unwise to sink into despondency when fortune frowns, since in the common course of things, she may surely be expected to smile again. But again—

Don't be discouraged, if you are deceived in the people of the world, it often happens that men wear borrowed clothes, and sometimes those who have long stood fair before the world, are very rotten at the core. From sources such as these you may be unexpectedly deceived, and you will naturally feel sore under such deceptions; but to these you must become used. If you fear them as most people do, they will lose their novelty before you grow grey, and you will learn to trust men cautiously, and examine their characters closely, before you allow them great opportunities to injure you. But once more—

Don't be discouraged under any circumstances. Go steadily forward. Rather consult your own conscience than the opinions of men—though the last should not always be disregarded. Be industrious, be frugal, be honest; deal in perfect kindness with all that come in your way, exercising a neighborly and obliging spirit in your whole intercourse; and if you do not prosper as rapidly as any of your neighbors, depend upon it, you will be as happy.

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GOOD RULES.—Make up your mind to accomplish whatever you undertake; decide upon some particular employment; persevere in it. All difficulties are overcome by diligence and assiduity.

Be not afraid to work with your own hands, and diligently too. "A cat in gloves catches no mice."

"He who remains in the mill, grinds, not he who goes and comes."

Attend to your business, and never trust it to another. "A pot that belongs to many is ill stirred and worse boiled."

Be frugal. "That which will not make a pot will not make a pot lid."

"Save the pence, and the pounds will take care of themselves."

Be abstemious. "Who dainties love, shall beggars prove."

Rise early. "The sleeping fox catches no poultry." "Plough deep while slugs sleep, and you will have corn to sell and keep."

Treat every one with respect and civility. "Everything is gained, and nothing lost by courtesy." Good manners insure success.

Never anticipate wealth from any other source than labor; especially never place dependence upon the possessor of an inheritance.

"He who waits for the dead man's shoes, may have to go for a long time barefoot."

"He who runs after a shadow, has a wearisome race."

Above all things, never despair. "God is where he was." "Heaven helps those who help themselves."

Follow implicitly these precepts, and nothing can hinder you from prospering.

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NECESSITY OF SLEEP.—Nothing is so hurtful both to the mind and body as want of sleep. Deprived of the necessary portion, the person gets wan, emaciated and listless, and very soon falls into bad health; the spirit becomes entirely broken, and the fire of even the most ardent disposition is quenched. Nor is this law peculiar to the human race, for it operates with similar power upon the lower animals, and deprives them of much of their natural ferocity. An illustration of this fact is offered in the taming of wild elephants. These animals, when first caught, are studiously prevented from sleeping; in consequence of which, they become, in a few days, comparatively mild and harmless. Restlessness, when long protracted, may terminate in delirium, or confirmed insanity; and, in many diseases, it is the most obstinate symptom we have to struggle against. By it alone, all the existing bad symptoms are aggravated; and as soon as we can succeed in overcoming it, everything disagreeable and dangerous frequently wears away, and the person is restored to health.

## MORE TRUTH THAN POETRY.

Want sense, and the world will overlook it ;  
 Want feeling, 'twill find some excuse ;  
 But if the world knows you want money,  
 You are certain to get its abuse ;  
 The wisest advice in existence,  
 Is ne'er on its kindness to call ;  
 The best way to get its assistance,  
 Is to show you don't need it at all.

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**MERCHANTS.**—The merchant has not only always been the friend of man, but he has always been the enlightened, the active, and the powerful friend of the people's liberty. Among a host of noble names—nature's own nobility—see those giant merchants, Aldermen Beckford and Trecothick—and where is the American whose heart does not warm at the mention of their glorious names!—see them rise in their places, and daily, in the House of Commons, defend, inch by inch, the ground on which rested the liberties of the American colonists, and the freedom of their commerce! Hear the warm hearted Beckford cry out, “I acknowledge the supremacy of the mother country, but I say that in practice you have no right to tax the colonies.” Alderman Trecothick said: “I am well founded in asserting that there are no rational prospects of advantage from our colonies but such as may be derived through the medium of commerce; nor am I discouraged in rising up as a merchant, by the contumacious name given to me of an interested trader. Sir, I glory in the name, because my interest is bound up in the interest of my country.”

Commerce shows the usefulness of union among the nations, by the advantages it confers upon society. It enlarges human intercourse, maintains peace, builds ships, makes canals, satisfies human wants, prevents satiety by new desires, rewards the diligent, advocates freedom of opinion, tends to abolish the inequality of ranks, and ceases to mark with distinction the idler's incapacity. In the dark days of superstition, trade was left to the Jews, “and the priesthood carried on a very lucrative stock-jobbing, derived premiums from the fear of hell, sold the church soil to the dead, taxed the early days of marriage, and made a profit of sins chiefly of their own invention.” Trade has done much toward the downfall of gainful superstitions, which the Roman tax gatherers were among the first to contend against.

The character of an upright and intelligent merchant is about the most honorable in our community. Suffer nothing to divert you from this counsel, and remember that nothing is to be put in comparison with a good character. No money can represent its value, and no man can take it from you without your consent; the highest blessing and the best power which a good mind can covet, is that of making others happy. You have that power in your hands, to be used at your pleasure; for how happy can you make your friends, by continuing to be what they desire you should be, and by maintaining always a character above reproach! Such advice as this should be pondered over and treasured up. It marks the only path which will lead to an honorable old age; and who is there that does not recoil with horror at the sight of a man whose years have been prolonged beyond the respect of his friends, and whose hoary head is not only without honor, but a mark of shame! Remember that the highest characteristics of a good merchant are honor, honesty, and punctuality; and though wealth has its value, and the object of mercantile life is the acquisition of wealth, that it is infinitely more important to be honest than to be rich, and to maintain the integrity and satisfaction of your own heart and conscience, than to have the riches of the Indies.

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**AMERICAN MECHANICS.**—The wealth of a well stored mind, the big hand and the stout arm of the industrious mechanic, are worth more for the perpetuation of our glorious principle of government, and for the prosperity of our country, than all the gold of the world. Already have their scientific researches, their unceasing and

untiring energy, their many inventions, and their numberless improvements in machinery, given to our young republic a glorious name and proud position among the nations of the earth. This class have contributed largely to the wealth and to the name of our country. Trace it all out, lay bare the thousand secret springs of prosperity; follow up cause and effect as they fall in succession under your observation, and you will find American mechanics and artisans have proved to be in their energetic and industrious career, among the principal agents in effecting American greatness.

### CUBA—ITS DIMENSIONS; POPULATION, &c.

Any information relative to this island must be interesting, particularly at this present time.

Size of the main island,.....	45,530	
Isle of Pines and other tributaries,.....	2,367	
Total in English sq. m.....	47,897	
Length of the island, in the shortest line, from East to West,		Miles.
Breadth at the narrowest part,.....		680
do. at broadest part,.....		26
Distance from Florida, 113 miles; from Yucatan, 132; and from Hayti, 49		135
Population about 1,000,000, being about one half white, and one half colored.		
Agricultural productions, fruit, sugar, vegetables, charcoal, mahogany,		
&c., in 1849, .....	\$51,972,202	
Dairy and domestic animals, eggs, birds, milk, &c.,.....	7,819,260	
Total, .....	59,791,462	

### EXPORTS FROM HAVANA IN 1849.

Boxes Sugar.	Arrobas Coffee.	Hhds. Molasses.	Lbs Cigars.	Lbs. Tobacco.
612,801	316,246	36,256	111,572	1,158,265

### EXPORTS FROM MATANZAS IN 1849.

Boxes Sugar,.....	237,547	Hhds. Coffee,.....	55,648
		Hhds. Molasses,.....	61,117.

The exportations in cigars and tobacco from Havana were much larger two or three years prior to 1849, than they were for that year.

**THE EXTENT OF OUR COUNTRY.**—It has been computed that the United States have a frontier line of 10,750 miles, a sea coast of 5,430 miles, a lake coast of 1,160 miles. One of its rivers is twice as long as the Danube, the largest river in Europe. The Ohio is 600 miles longer than the Rhine, and the noble Hudson has a navigation in the "Empire State" *one hundred and twenty miles longer than the Thames*. Within Louisiana are bayous and creeks, almost unknown, that would shame, by comparison, the Tiber or Seine. The State of Virginia alone is one-third larger than England. The State of Ohio contains 3 000 square miles more than Scotland. The harbor of New York receives the vessels that navigate rivers, canals and lakes to the extent of three thousand miles—equal to the distance from America to Europe. From the capital of Maine to the "Crescent City," is 200 miles farther than from London to Constantinople, a route that would cross England, Belgium, a part of Prussia, Germany, Austria and Turkey.

**MINNESOTA.**—This new territory is situated on both sides of the Mississippi, north of Wisconsin and Iowa, and south of Canada. It is well watered, possesses inexhaustible pineries, extensive forests of hemlock, an abundance of sugar-maple groves, and wild rice of a nutritious quality, indigenous to the soil, and capable of easy cultivation. In the upper country are many lakes abounding in fish. St. Paul and Stillwater are thriving villages, and among the newspapers are the Pioneer and the Register.

**Progress.**—The first public library was founded at Athens, 2,375 years ago. The Chinese invented Paper 2,019 years since. The Silk manufacture was brought from India in the year 551. Stone Buildings and Glass Windows were introduced into England in 674. Paper was made of linen as early as 1300. Linen was first made in England in 1253. Gunpowder was invented at Cologne, 1320. Printing was invented at Mentz, 1410. Post offices were established in France, 1464. Potatoes were introduced into England in 1586. Tea in 1666—Coffee in 164.—Tobacco (into France) in 1660. Stereotyping was invented in 1725. The Cotton-Gin invented in Georgia, 1794. Life-Boats invented in England, 1802. The streets of London first lighted with Gas, 1814. Fulton's first Steamboat sailed on the Hudson in 1807. Electric Telegraphing and travelling by Railroad, in cars impelled by steam, are still more recent evidences of progress.

**VENTILATION.** In firing a room, both the upper and lower parts of the window should be opened, as the bad, heated air will pass out at the top, and the fresh, cool air come in at the bottom.

### OUR SOLAR SYSTEM.

Names.	Mean diameter.	Mean distance from Sun.	Revolut'n round the Sun.
	Miles.	Miles.	Days.
The Sun.....	833,246	.....	.....
Mercury.....	3,224	36,814,000	88
Venus.....	7,687	68,787,000	225
Earth.....	7,912	95,103,000	365
Mars.....	4,119	144,908,000	687
Moon.....	2,180	95,103,000	365
Vesta.....	238	224,534,000	1,325
Iris.....	.....	226,000,000	1,328
Hebe.....	.....	230,000,000	1,375
Flora.....	.....	240,000,000	1,470
Astræa.....	.....	246,000,000	1,512
Juno.....	1,425	253,874,000	1,594
Ceres.....	160	264,522,000	1,684
Pallas.....	110	263,685,000	1,686
Jupiter.....	89,170	494,797,000	4,332
Saturn.....	76,042	907,162,000	10,759
Uranus.....	35,112	1,824,290,000	30,687
Neptune.....	35,000	2,850,000,000	60,128

Jupiter is 11,000 times larger than the Earth, and the Sun 1,400,000 larger !  
 The velocity of Mercury in revolving around the Sun is more than 100,000 miles an hour, and on his axis about 23 miles an hour.  
 It would take 20,000,000 bodies of the size of Mercury to make one of equal size with the Sun !  
 THE EARTH moves on its orbit, at the rate of 68,000 miles an hour, or about 1,100 miles a minute ! It revolves on its own axis once in twenty-four hours, or at the rate of about 1,000 miles an hour.

### SIZE OF THE EARTH.

	Square miles.
Water.....	150,000,000
Land.....	50,000,000
	<hr/> 200,000,000
Population.....	950,000,000

An eminent writer and philosopher remarked that the destruction or annihilation of the sun, and all the planets of the solar system, would be no more missed from the universe, than a grain of sand from the sea shore !

## TRIUMPH OF WOMAN.

In distant times, when barb'rous man,  
 In ceaseless contests warr'd,  
 And, crush'd by strife's relentless ban,  
 All social peace was marr'd ;

Woman as umpire interposed,  
 With plaintive eye rebuked  
 The sanguine broil. The tumult closed—  
 Strife ceased where'er she *looked*.

Or, if some ruthless monster still  
 Her winning power defied,  
 With tame submission to her will,  
 He yielded when she *sighed*.

If some crime foster'd son of Cain,  
 The bonds of peace unript,  
 To strict obedience forced again,  
 He paused when woman *wept*.

When thus she was with victory blest,  
 Her tears away she brushed ;  
 And whilst rude man her worth confessed  
 With modest pride she *blushed*.

Now all-entranced he gazed, and spoke  
 His love in language wild ;  
 Then o'er his heart to seal her yoke,  
 With heavenly grace she *smiled*.

While thus before man's spell-bound eyes,  
 Charm after charm up-sprung,  
 He listened, with a new surprise,  
 As, triumph crowned, she *sung*.

No art such conquests could complete—  
 'Twas nature's magic all,  
 'Tis but when woman tries *deceit*  
 That man escapes her thrall.

May woman's power continue long,  
 When by such armor gained !  
 By *tears*, by *smiles*, by *sighs*, by *song*,  
 Be still her sway maintained.



## APPENDIX.

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### ADDITIONAL NAMES, &c.

Ashburn Dr. Robert A. off. 70 E. Main, next National Hotel, r. 54 S. Fenchurch.  
 Butt & Corprew, grocers and com. merchants, 12 Campbell's wharf.  
 Tatem Thomas, attorney at law and notary public, ———.

*Telegraph Office.*—On Ferry wharf, opp. C. W. Grandy.

*Mrs. Catharine B. Baylor's Boarding School.*—No. 20 W. Freemason, near Brewer.

*Mrs. Brown's Female Seminary.*—No. 3 Wolfe street, near Catharine.

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The firm of FERGUSON & MILHADO is dissolved by the death of A. Milhado, and JAMES FERGUSON conducts the lumber and commission business as heretofore transacted by the late firm. The decease of the enterprising junior member of this firm causes also the vacancy, as indicated on preceding pages, in the Directory of the Virginia Bank, the Seaboard and Roanoke Railroad Company, and the Consulate of Venezuela.

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### OVERSEERS OF THE POOR.

S. C.—Messrs. Roberts, Robinson and Hardy.

C. C.— “ Whitehead, Spratley and Harrison.

### REGISTER'S ESTIMATE

Of the revenue and expenditures of the city, for the fiscal year ending 24th June, 1852:

“From this statement it appears that the revenue is estimated to fall short of the ordinary expenditures the sum of \$8,453—and that the contracts entered into for building the new jail, enclosing Elm Wood Cemetery, and the paving of the several streets now in progress will require a further sum of \$41,425. Of this sum the city has the option to pay in stock \$28,625, the remaining sum \$12,800, (for the paving of Bute and Charlotte streets,) will have to be paid in money. Elm Wood Cemetery is a work of indispensable necessity, as there are no lots and but few graves left in the present burial ground. It cannot cost less than \$10,000, to complete and adorn it as it should be. It will be enclosed by the 1st November next, and will in the course of a few years not only reimburse the city for any expenditure upon it, but yield in addition by the sales of lots and graves fully 25,000. There are 1012 lots 20 by 30 feet, the price of which has been fixed by the Councils at \$40, and 50 triangular lots at prices in proportion. These lots are a third larger than those of the present cemetery, consequently the price is a third greater. The Council will perceive that the sum of \$21,258, over and above the receipts from all sources, will have to be provided during this fiscal year, not by the issue of stock to those entitled, but in money. This amount will be reduced so far as the proprietors on Freemason street pay for its paving.

"In the estimate of the obligations of the city for the current year, the damages awarded by the jury for opening the new streets, the one to Roanoke Square, \$10,700, the other to Widewater street, near the east end of Main street, \$2,800, are included, as the proprietors of the lands taken for these streets are by the Act of Assembly, creditors of the first dignity."

### SALARIES OF THE CITY OFFICERS.

Register .....	\$1,200
City Attorney .....	200
Physician to Alms House .....	400
Keeper of do. ....	600
Clerk of the Market .....	400
Ass't. Clerk do. ....	300
Assessor .....	300
Clerk of the Select Council .....	300
Inspector of the streets .....	700
Messenger and Bell Ringer .....	100
Keeper of the City Hall .....	865
Chief Engineer .....	200
Mayor .....	\$1,200
less probable fees of office .....	500
	700

Communications from His Honor the Mayor, have recently been received and taken into consideration by the Councils, on the subject of a Day Police, the Hucksters, the Watch, Dogs, the Cows going at large, to the great annoyance of the citizens and danger to women and children, and suggesting the propriety of legislation to remedy this growing evil

### CENSUS OF VIRGINIA.\*

1830-40-50.

1830.

Districts.	White.	F. Colored.	Slaves.	Total.
Valley,	131,791	4,745	34,772	174,308
Trans Aleg'y,	183,854	1,598	18,665	204,117
Piedmont,	208,656	12,026	230,861	451,542
Tidewater,	167,001	23,890	185,453	381,438
Aggregates,	694,302	47,259	469,756	1,211,405

1840.

Valley,	136,793	5,188	33,697	165,681
Trans Aleg'y,	234,774	2,360	20,040	257,174
Piedmont,	168,818	13,036	222,460	434,359
Tidewater,	170,560	29,262	172,791	372,583
Aggregates,	740,993	49,816	418,988	1,229,797

1850.

Valley,	163,177	5,319	38,798	207,294
Trans Aleg'y,	331,586	2,432	24,436	358,504
Piedmont,	216,716	13,166	234,057	463,939
Tidewater,	157,655	12,790	178,681	399,126
Aggregates,	899,134	53,757	475,972	1,428,863

\* See page 99.









DOE NO. 2, 1923